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大英九月六號 禮拜四日
中華民國己巳年八月廿四日

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1846

TO-DAY'S DOLLAR.—The
closing rate of the dollar on
demand, to-day was 1/10 13/16.

No. 27,294 HONG KONG, THURSDAY, SEPTEMBER 26, 1929. PRICE \$3.00 Per Month.

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OPIUM IN BARRACKS

MESSANGER ARRESTED ON
SERIOUS CHARGE.
"BRING HIM UP."

A reference to the use in which
opium was found in messengers' quarters at Victoria Barracks was
made before Mr. E. W. Hamilton, at
the Central Magistracy, this morning.
Revenue Officer Grimmitt reported
to his Worship that he had this morning
received a telephone message from
the Military authorities informing him
that they have now got hold of the man
Mak Fat.

Mr. Hamilton: Bring him up!
It is understood that Mak Fat will
be duly produced before the Court to-
morrow morning.

It will be remembered that in this
case Corporal Blakeborough, a Military
Police attached to Army Headquarters
found 14 taels of non-Government
opium in the messengers' quarters at
Victoria Barracks at midnight on the
night of Tuesday and Wednesday of
last week.

In the room at the time were three
messengers, including Mak Fat. One
of the other two men, who has already
been convicted and fined \$25 or, in de-
fault, one month's hard labour, was
pouring the opium from a glass jar
into a number of small opium pots.

Opium Seized
The opium was seized and the three
messengers' passes taken from them.
They were not placed under arrest or
handed over to the Police after the
opium was turned over to the Staff
Captain, Capt. C. A. de Linde, because,
as the latter admitted in Court last
Tuesday, it was a new arrival and
was not conversant with local opium
regulations. He decided to make in-
quiries first as to what steps he should
take, and it was not until last Satur-
day that he communicated with the
Revenue Department on the advice of
Mr. Wynne-Jones of the Colonial
Secretariat.

Then Revenue Officer Grimmitt
went to the barracks and there took
possession of the opium, which was in
60 small pots. About 10 other empty
pots were also turned over to him. He
then visited the messengers' quarters
with Corporal Blakeborough and there
took only one of the three messengers
into custody, the other two having al-
ready absconded.

Later when Mr. Grimmitt learned
that one of the absentees, Mak Fat,
had been allowed out of barracks to
take a message to the Shamshui
camp, he telephoned there to have the
man arrested. Subsequently the
authorities at the camp detained 18
Chinese, but it was found that Mak Fat
was not amongst them and they were
all released at Mr. Grimmitt's request.
How Mak Fat now came to be ar-
rested has not been disclosed.

To Bear the Brunt
When Mr. Hamilton convicted one
of the messengers on Tuesday he re-
marked that it appeared that the men
were joint owners of the opium for
their own consumption and had prob-
ably tossed up to see who should bear
the brunt. Therefore he would fine the
man for only his own share of the
small quantity of opium.

Mr. Grimmitt then pointed out for
the consideration of the Military
authorities the possibility that as Re-
venue Officers had no power to enter
and search barracks, the opium was
being prepared in barracks to be ex-
ported to outside opium dens.

Capt. de Linde then promised to take
steps to prevent the Chinese employees
of the Military from profiting by this
advantage.

ILICIT OPIUM

COUNSELLOR'S CAUSTIC COMMENT
ON MANILA DELAY

THREAT TO THROW CASE OUT
Lam Kai, charged with unlaw-
fully exporting 2,000 taels of illicit
opium to Manila on board the s.s.
"President Jackson," made a third
appearance before Mr. E. W. Hamil-
ton, at the Central Magistracy, this
morning.

Revenue Officer Grimmitt report-
ed to the Magistrate that still
nothing had been heard from
Manila with regard to the case.
He had waited a little longer in the
office this morning in the expecta-
tion that some communication would
be sent down from the Colonial
Secretary's Office, but nothing came.
Before coming to Court, there-
fore, he had communicated to the
Superintendent his Worship's view
of the matter expressed at the last
hearing, and the Superintendent
agreed that the case should be dis-
missed if the position was the same
on the day which his Worship
would to-day fix for the hearing
of the case. In the circumstances,
he (Mr. Grimmitt) asked that his
Worship would fix a date as late as
possible, so as to give Manila a last
opportunity to send up their wit-
nesses. He added that if in the
meantime his Department received
definite information that the Manila
Revenue Officer was not coming he
would undertake to inform the
Court immediately so that the

BACK TO HONG KONG

CHINA STATION SHIPS FROM
THE NORTH
SUBMARINES & DESTROYERS

After spending the summer at
Wei-hai-wei and other places in
the North, ships of the Royal Navy
in the China Station are begin-
ning to return to Hong Kong, the
winter headquarters.

By to-night, all but one of the
Six Destroyer Flotilla (which was
transferred here from the Medi-
terranean at the beginning of the
year a few years ago) will be in
port.
H.M.S. "Bruce," the flotilla lead-
er, entered port this morning and
is at the north arm of the R.N.
Dockyard. H.M.S. "Serapis" and
"Scorpion" have been in the basin
for some time and "Sterling" is
also at the north arm. At 4 p.m.
to-day, "Seymour," "Somme," "Sir-
dar" and "Thracian" will be com-
ing in. "Storm Cloud" making up
the eight destroyers of the
unit, is out on an exercise cruise.

Cruiser at Buoy
The submarines (of the 4th
Flotilla) with their "mother ship"
and tender will also arrive this
afternoon. H.M.S. "Titania" (de-

OCTOBER 10 HOLIDAY

The "China Mail" is officially
informed that it is intended to
declare October 10 a general
holiday in the Colony on the oc-
casion of the anniversary of the
inauguration of the Re-
public of China.

The general holiday already
proclaimed for October 14 will
still hold good.

Other men-of-war in port are
H.M.S. "Tamar" (receiving ship)
in the Dockyard basin, and H.M.S.
"Sandwich," one of the new sloops,
at the north arm.

Three foreign warships were
also in port this morning, these
being the Chinese "Kwang Kum,"
the U.S.S. "Mindanao" and the
French "Vigilante."

MAN WASHED ASHORE

A curious case was yesterday
brought to the notice of the Police
when the Royal Naval Dockyard
Police turned over to them a Chi-
nese man named Ha Kok-ping (54),
who was stated to have been
"washed ashore" at the Naval
cableway at Kowloon. When dis-
covered, the man was in an ex-
hausted condition and the Police
removed him to the Kwong Wah
Hospital. Later the man recover-
ed sufficiently to give his address
as 40, Wellington-street, but has
so far not given an explanation as
to how he came to be in the har-
bour.

Discovery has just been made in
Sydney of a woman, 29 years of
age, who for the past twenty years,
disguised in male attire, has work-
ed, first as a boy, and afterwards
as farmer, railway navvies, horse-
breaker, drover, and hunter.
accused could be discharged without
unnecessary delay.
Mr. Leo d'Almeida, sen., who ap-
peared for the defence, registered
another protest. He said that it
took only three days for anyone to
come from Manila on one of the big
ships. Yet, the accused had been
kept in custody for three weeks
already and they had taken the case
no further. If his Worship gave
another week, it would be sufficient
time for a witness to come here
from London instead of such a
nearby place as Manila! He
pressed for his Worship to fix hear-
ing of the case for Saturday.
Mr. Hamilton, after due con-
sideration, decided to fix the case
to open at noon on Wednesday next,
remarking that if then the position
was the same he would forthwith
throw the case out.

LEAGUE SESSION

CONCLUDES WITH SPEECH ON
OPIUM TRAFFIC
ADVISORY COMMITTEE

Geneva, Yesterday.
The League Council Session con-
cluded after Mr. Hugh Dalton had
stated that Great Britain consid-
ered it most important that the vic-
tims of the opium traffic should be
included in the forthcoming meet-
ing of the Advisory Committee on
opium.—Reuter.

Spirit of Initiative
Geneva, Yesterday.
The session of the League
Assembly closed with a speech by
the president, Senor Guerrero
(Salvador) declaring that this As-
sembly had finally consecrated the
idea of the League of Nations by
the fresh progress it had achieved
by its extraordinary spirit of
initiative.

The Assembly, before closing,
adopted the budget for 1930, of a
total of 22,210,000 gold francs; and
also approved the constitution of a
committee of thirteen members,
including Lord Cecil and Mr.
Chatterjee to enquire into the organ-
ization of the Secretariat of the
International Labour Office, and the
registry of the Court of Inter-
national Justice, with a view to
assuring the best administrative
results.—Reuter.

GENERAL CHEN

CANTON EXECUTIVE CHIEF
VISITS HONG KONG
WELCOME AT WHARF

Canton, Yesterday.
Chairman General Chen Min-shu,
who left Shanghai on September 21
by the French mail "Sphinx," arrived
at Hong Kong yesterday morning,
when his party immediately boarded
the gunboat "Chung Shan," which was
despatched the previous day to receive
him.
The "Chung Shan" arrived at Can-
ton shortly after 3 o'clock, and a
motor launch went along side and
conveyed the Chairman and his fol-
lowers to the Tien Teo wharf, where al-
ready a large number of prominent of-
ficials and officers were awaiting to wel-
come back the Executive Chief of the
Kwangtung Provincial Government.
After shaking hands and exchanging
compliments with those waiting on the
wharf, the Chairman went across the
Bund to the Naval Headquarters, where
he rested awhile before proceed-
ing to his residence at Tung Shan.—
Canton News Agency.

AUSTRIAN CABINET

CHANCELLOR'S RESIGNATION
CAUSES CRISIS
MINISTER'S HAND FORCED

Vienna, Yesterday.
The existing political crisis has
been intensified by the resignation
of the Chancellor, Dr. Stresemann.
His resignation was due to the
Land League holding that the pre-
sent Government was insufficiently
strong to carry through a reform of
constitution. Consequently, they
requested the Vice Chancellor, M.
Schumy, their representative, to
withdraw from the coalition, thus
forcing Dr. Stresemann's hand.
The League urges the appointment
as new Chancellor of Police Pres-
ident Schober, who was Chan-
cellor seven years ago.—Reuter.

RUSSIA'S ROBOTS

HOLIDAY REGULATIONS FOR
SOVIET WORKERS
CONTINUOUS WORKING WEEK

Moscow, Yesterday.
The Council of the People's
Commissaries has decreed the
introduction of a continuous
working week in factories and
elsewhere, including Sundays,
but excluding the five prin-
cipal revolutionary festivals in
the year. The workers in turn will
take a day's rest every four days.
The activities of the black coated
workers will be reorganised cor-
respondingly.—Reuter.

GENERAL WU ILL

UNABLE TO ACCOMPANY MR.
SUN FO
TO VISIT HONG KONG

Canton, Yesterday.
Owing to indisposition, General
Wu Tse-shen was unable to accom-
pany Mr. Sun Fo (Minister of Rail-
ways), southward, but he will leave
on September 25, by the "President
Grant" for Hong Kong.—Canton
News Agency.

IRONSIDES 30 LI FROM

LI CHOW
ADVANCE GUARDS
GENERAL ATTACK SOON

Canton, Yesterday.
Mr. Tong Yau-yuet, magistrate of
Li Chow in Hunan, has cabled to
Nanking that two regiments of the
4th Division (Ironsides), the ad-
vance guards of General Chang
Fat-kuei, had arrived at Tai Ying-
tong, about 30 li from his district.

General Wu Shueg has been or-
dered by Ho Chien to block the ad-
vance forces.
General Liu Chi was appointed
Commander-in-Chief of the armies
against Chang Fat-kuei. General
Liu was reported to have ordered
his troops to advance in three direc-
tions: one force to march direct
against the insurgents along the
Yangtze, the second towards
Tung Shing, in Hunan, from Ka Yu,
to prevent the retreat westward of
Chang's troops, and the third from
Sheun Yang to King Kun, to attack
them from the rear. An order for
a general attack will be issued soon.
—Canton News Agency.

An alliance of military com-
manders of several shades of
political opinion, allegedly
against the present National ad-
ministration of China under Mur-
shel Chiang Kai-shek, is said to
be indicated.
The Ironsides are now believed
to have remained intact by avoid-
ing battle along the Upper Yang-
tze River. They are marching
south with their faces set to-
wards their homes in Kwang-
tung. A punitive force sent by
the National Government to deal
with them appears to be too late.

Reported Combination
A Royal Naval communique
issued this morning, presumably
based on reports from the Yang-
tze, reads as follows:—

"Generals Chang Fat-kuei, Chen
Tiao-yuan, Tang Seng-chi, Chu Pei-
teh, Chan Chai-long, Yu Tsok-pak,
and Hu Tsung-lu are reported to
have combined against the National
Government of Nanking."
[Chang Fat-kuei is commander of
the Ironsides. Chen Tiao-yuan is
in charge in Shantung; his dis-
satisfaction has been rumored but
there is no active indication that he
is also in rebellion. Tang Seng-chi
is an adventurer purely, and would
strike at Chiang Kai-shek when-
ever he felt he could float him as
he did before. Chu Pei-teh is a
fair-weather General, possibly dis-
gruntled, but hardly rebellious.
Chan Chai-long is Commander-in-
Chief in Canton and is reputed to
be, for the present at least,
staunchly supporting Chiang Kai-
shek; on him will devolve the de-
fence of Canton from invaders such
as the Ironsides. Yu Tsok-pak is
the radical Governor of Kwangsi,
said to be in league with the Iron-
sides; Hu Tsung-lu is one of the
recently crushed Kwangsi clique,
obviously an opponent of Chiang
Kai-shek.]

To Engage Ironsides
"General Tsao Wan-shen has
been ordered by the National Gov-
ernment to proceed up the Yangtze
to engage the Ironsides. He has
already passed Shasi, with 16,000
troops, bound for Ichang."

[Shasi is 83 miles below Ichang.
Ichang is the base from which the
Ironsides began. Instead of going
downriver, however, they have with-
drawn from the south bank and
begun a trek southwards, through
the west of Hunan, where there are
few other troops.]
"It appears that the Ironsides
have left for the South and are ex-
pected to arrive at Shenchow in Hun-
an on September 29." It is un-
likely that the opposing armies will
make contact at present.

[Shenchow is a mission centre
in the west of Hunan, on the Yuan
River, a tributary of the Yangtze.
Once there, the Ironsides will be in
close call of Kwangsi, which is said
to be friendly to them. The reason
why there will be no fight is that
the National forces are sail-
ing westwards up the Yangtze and
the Ironsides are marching south-
wards, away from each other.]
"The gunboat 'Yung Chi,' flying
the flag of Vice-Admiral Chen
(Commanding the 2nd Nationalist
Squadron), with four other Chinese

gunboats, has proceeded up the
Yangtze from Nanking."
Ironsides Disparaged
Nanking, To-day.
General Ho Chien, Governor of
Hunan, has wired that the Hunan
forces, after severe fighting, dis-
abled part of the Ironsides at
Shihmenhsien.—Reuter.

Early Cable
Hankow, Yesterday.
It is learned that the Ironsides
have now penetrated well into
Hunan, and are trekking south-
ward; while Ichang has been
quietly taken over by the Eleventh
Division under Shao Wan-shun.

JAPAN'S POLITICS

SENSATIONAL CHARGES
AGAINST EX-MINISTER
ALLEGED BRIBERY

Tokyo, Yesterday.
Mr. Heikichi Ogawa, Minister of
Railways in the late Tanaka
Cabinet, and Baron Tanaka's chief
political lieutenant, was summoned
to the Public Prosecutor's office
to-day for questioning in connection
with charges of bribery involved in
granting numerous private railway
building permits, also the Govern-
ment's purchase of several private
lines just before the downfall of the
Tanaka ministry.

According to the vernacular
Press, Mr. Ogawa is charged with
acceptance of 600,000 yen. The
case has caused a tremendous sensa-
tion in political circles, for although
since the change in Cabinets there
have been numerous scandals, in-
volving officials of a former regime,
Mr. Ogawa is the first ex-Cabinet
Minister to be involved.

The Emperor's sanction was ob-
tained prior to summoning Mr.
Ogawa, because he is the holder of
high decorations of Court rank.
The scandal is calculated to have a
marked effect on the general elec-
tion, which is probably coming
early in 1930, because Mr. Ogawa is
the chief political manipulator of
the Seiyukai Opposition Party.—
Reuter.

GENERAL'S REQUEST

LEAVE OF ABSENCE IN LIEU
OF RESIGNATION
PRESIDENT'S REPLY

Canton, Yesterday.
General Ho Ying-chien, in an
interview with the President,
Chiang Kai-shek, requested permis-
sion to resign from all his posts on
account of the death of his father
in Kweichow Province. The Presi-
dent expressed the hope that Gen-
eral Ho would remain in Nanking,
owing to the pressure of state
affairs.

A leave of three weeks was
granted to General Ho to rest in
the Capital.—Canton News Agency.

An Unwise Step
Shanghai, Yesterday.
The Kuomintang news agency learns
that Chiang Kai-shek has prevailed
on Ho Ying-ching to withdraw his
resignation, due to the death of his
father, pointing out that such a step
will be seized on by the rumour
mongers for the fabrication of more
rumours.

It is expected, however, that Ho
Ying-ching will be granted leave of
absence in order to observe appro-
priate mourning ceremonies in the
capital.—Reuter.

Austrian Fascists and Socialists
came into fierce conflict at Mar-
ein, in Styria. During the riot several
persons were killed and forty were
injured.

\$3,000 FOR DOWRY
WILL OF A LOCAL RETIRED
MERCHANT
WIDOW'S LIFE INTEREST

Mr. Yu Chik-sang (or Yu Jack-
son) alias Yu Ki-shai, a well-known
retired merchant, who died at No. 5,
Tung Fook Main-street, Canton, on
March 26, 1929, left \$55,600 in Hong
Kong.
His second younger brother (as he
described him in the will) Mr. Yu
Chik-min, merchant of No. 22, Bonham-
road, 2nd floor, is appointed executor
with the widow, Yu Tse Shi, of No.
65, Caine-road, as executrix; until
testator's son, Yu Fook-chuen, attains
the age of 21.

Deceased laid down that his son,
on ceasing to be a minor, is to succeed Mr.
Yu Chik-min as executor. Mr. Yu
Chik-min is to receive an annual re-
muneration of \$120 for his services.
Also by the will of 1927, a daughter
is to receive \$3,000 in dowry on
marrying. The widow has the life in-
terest in the estate and, on her death,
it will pass to the son.

HEAVY DRUG FINE
Charged by Revenue Officer Grimmitt
before Mr. E. W. Hamilton, at the Cen-
tral Magistracy, this morning, a Chin-
ese pleaded "guilty" to a charge of un-
lawful possession of 24 taels of pre-
pared non-Government opium on the
waterfront at Connaught Road Central
yesterday afternoon. He offered no ex-
planation and was fined \$2,280 or 12
months' hard labour. The opium was
confiscated.

SEDITIONARY PAPER

"LONG LIVE WORLD
REVOLUTION"
SIX MONTHS' EACH

At the Kowloon Magistracy this
morning Mr. T. S. Whyte-Smith pass-
ed sentence of six months' imprison-
ment with hard labour on Yu Wang,
the 23-year-old gardener of Kowloon
City, who, together with Fan Piu (20),
a ratten worker of Lai-chikok-road,
was charged with the unlawful pos-
session of "seditious papers," and the
former with distributing them in Dock
Street on Sept. 7.

It will be recalled that at the last
hearing Mr. J. M. Remedios, who ap-
peared for the first defendant, entered
a plea of guilty. The case was re-
manded for the purpose of the sentence,
and to-day his Worship brought to the
notice of Detective-Inspector Fallon
that he had in front of him a case of
sedition, in which Mr. E. W. Hamilton
sentenced a man to 18 months' hard
labour. This was because the slogans
were directed against the Government
of Hong Kong, and his Worship made
mention of one or two.

"Outrageous Risings"
Still, his Worship held that a case
of this nature must be judged ac-
cording to its merits as all cases are.
Mr. Whyte-Smith spoke of one of
the slogans, which said: "We are
prepared for outrageous risings."

FINE GENERALLY

To-day's weather report from
the Royal Observatory states:
Pressure is now highest over
S. Manchuria, and is relatively
low in the Pacific to the east
of Luzon.
The depression is moving
north-eastward through the
Straits of Korea.
Forecast.—Moderate; easter-
ly or variable winds; fine gen-
erally.

and said that it was just a warning to
the workers! His Worship said that
the slogans were against the nation
of China, and not the Hong Kong Gov-
ernment at all, and referred to Ordina-
nce 15 of 1907. Publications,
"calculated to excite tumult and dis-
order in China." The sedition was not
directly against His Majesty or His
Majesty's Government.

Returning to the case of the second
defendant, who was only charged with
possession, his Worship said that the
slogans he had were even worse than
the former ones. They included such
phrases as "Imperialist army
to massacre the people of China," and
"Long live the world revolution."

Street Distribution
Regarding the arrest of the second
defendant, Det. Insp. Fallon stated to
his Worship that a Chinese detective
on duty in Wuhu-street, in the vicinity
of Kowloon Docks, saw the defendant
standing at the corner of the street
with two packets in his hands. On the
approach of the detective the culprit
dropped one. He was not seen actual-
ly distributing them, added the pro-
secuting officer.
Accepting a plea of guilty, his Wor-
ship sentenced the defendant to six
months' hard labour also, and ordered
the confiscation of the documents.

CHILDREN'S FILMS

Although it has been decided
by the Committee of the Minis-
tering Children's League not to hold
"The Fun of the Fair" this year,
owing to several of the members
being away from the Colony, the
various branches are making
efforts to maintain the annual in-
come necessary to carry on the
work of the League.

The Victoria Branch is organis-
ing a special cinema performance
at the Queen's Theatre on Satur-
day, October 5, from 10.30 a.m. to
12.30, thanks to the assistance of
Hong Kong Amusements, Ltd., and
to Mrs. J. H. Backhouse, who has
taken the theatre for the occasion.

The programme has been
specially chosen for the children,
the following being the films
selected:—
"Neptune's Neighbours" a most in-
structive picture in natural colours
showing various forms of fish life in
the China Sea.

"Sunbeams"—another Prisma colour-
ed film which shows the effect of the
sun's rays on fruit, flowers and veget-
ables.
"Angel Eyes"—an ideal little
comedy for the little ones.
"Johnny Get Your Hair Cut"—in
which Jackie Coogan plays the lead-
ing role.

Mrs. H. A. Taylor, who is en-
gaged in organising the perform-
ance, informs the "China Mail"
that there will be one price only
for seats, namely 30 cents, and
that tickets may now be purchas-
ed from Messrs. Moutrie & Co.

Mr. N. Aall, the Norwegian
Charge d'Affaires at Shanghai is
shortly to go home on long leave.
The Consul-General is un-
able yet to state who his successor
will be.

In population Tokyo has forged
ahead to the third place among the
leading cities in the world, we read.
In bad roads, worse sanitation and
misgovernment, Japanese papers
caustically observe, the proud city
is easily first.

COMING BAZAAR

FOR CONVENT OF THE
PRECIOUS BLOOD
DATES ANNOUNCED

The Precious Blood Convent, former-
ly situated at Shaukiwan, is now put
up at Shamshui in a large building
of its own, finding that the old site is
not big enough to meet the ever-in-
creasing demand of the poor, the de-
crepit and the orphans, irrespective of
 creed and nationality.

The noble band of devoted Sisters of
the Convent, upon whose shoulders
the support of these unfortunate people,
hundreds, has fallen, find it necessary
to appeal to the generous public for
help on behalf of the orphans with
the view of upkeeping their innocent
lives.

Unlike other charitable institutions
which not infrequently can procure
donations without much difficulty, the
Precious Blood Convent has to depend
mostly upon the proceeds from the re-
sult of their annual Bazaar. Under
such circumstances, if these Sisters,
who have sacrificed their lives for the
deserving cause, must continue their
good work, they doubtless hope that
the public will help the Bazaar to at-
tain success.

It is understood that the annual Ba-
zaar and fête will be held on Saturday
and Sunday, October 12 and 13, at the
Hall and playground of Wah Yan
College, Robinson Road (by kind per-
mission of the head master, Mr. Lim
Hoy-lan) under the Hon. Presidency
of the Hon. Dr. R. H. Kotewall, C.M.G.,
LL.D.

It will be remembered that last year
the bazaar was not unsuccessful in
consequence of the larger patronage. This
year the Committee's intention is to
run it on an even more ambitious and
grand scale. The Bazaar will con-
sist of a cheap sale and the fête will
include numerous interesting games
which will test one's skill, luck and in-
telligence. The following officers have
been elected: Hon. President, the Hon.
Dr. R. H. Kotewall, C.M.G., LL.D.;
Chairman, Mr. E. Zimmerman; Vice-
Chairman, Mr. Lim Hoy-lan; Vice-
Treasurer, Mr. Chan Wal-chuen; Hon.
Secretary, Mr. Chan Wal-ming.

It is understood that a good num-
ber of souvenir tickets at \$1 and \$2
have been disposed of. So far, in ad-
dition to the Victoria Printing Press
printing posters, free of charge, an
anonymous lady has donated a diamond
ring for the first prize of the Ameri-
can lottery tickets. Any donations
sent to the Headquarters of the Bazaar,
3rd floor, 7, Duddell Street, will be re-
ceived with thanks.

M.C.L.

CINEMA PERFORMANCE ON
OCTOBER 5

Although it has been decided
by the Committee of the Minis-
tering Children's League not to hold
"The Fun of the Fair" this year,
owing to several of the members
being away from the Colony, the
various branches are making
efforts to maintain the annual in-
come necessary to carry on the
work of the League.

The Victoria Branch is organis-
ing a special cinema performance
at the Queen's Theatre on Satur-
day, October 5, from 10.30 a.m. to
12.30, thanks to the assistance of
Hong Kong Amusements, Ltd., and
to Mrs. J. H. Backhouse, who has
taken the theatre for the occasion.

The programme has been
specially chosen for the children,
the following being the films
selected:—
"Neptune's Neighbours" a most in-
structive picture in natural colours
showing various forms of fish life in
the China Sea.

"Sunbeams"—another Prisma colour-
ed film which shows the effect of the
sun's rays on fruit, flowers and veget-
ables.
"Angel Eyes"—an ideal little
comedy for the little ones.
"Johnny Get Your Hair Cut"—in
which Jackie Coogan plays the lead-
ing role.

Mrs. H. A. Taylor, who is en-
gaged in organising the perform-
ance, informs the "China Mail"
that there will be one price only
for seats, namely 30 cents, and
that tickets may now be purchas-
ed from Messrs. Moutrie & Co.

Mr. N. Aall, the Norwegian
Charge d'Affaires at Shanghai is
shortly to go home on long leave.
The Consul-General is un-
able yet to state who his successor
will be.

In population Tokyo has forged
ahead to the third place among the
leading

Phone C. 22
FOR
**CLASSIFIED
ADVERTISING**

Twenty-five words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

WANTED

WANTED.—Chinese Timekeeper for large Works in Hong Kong. Experience essential. Apply Secretary, P.O. Box No. 22.

TO LET

TO LET.—Nine (9) Roomed Flat. Suitable for Mess or Private Boarding House. Modern sanitation. Rent very moderate. Apply Box No. 620, c/o "China Mail."

TUITION

FRENCH.—Chinese gentleman desires to learn French, lady teacher preferable. Apply Box No. 623, c/o "China Mail."

SPECIAL PHYSICAL CULTURE CLASS.

MME. BARONELLI. Special attention given to stout and stiff ladies who desire to regain their youthful figure. School of Dancing for Children and Adults. 24, Ashley Road, Back of Star Theatre (ground floor), Kowloon.

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 34, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER.—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY (Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER (National Froebel Higher Certificate).

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Successor to
the late SIEN TING,
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TERMS VERY MODERATE
Consultation Free.

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GUNS AND
ACCESSORIES.**

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THE HONG KONG SPORTING ARMS & AMMUNITION STORE
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Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.
**ZIESS and BUSCH
FIELD GLASSES**
Price Moderate.

A Trial Order is Solicited.

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**NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.**

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, etc.
Our men are employed by the leading passenger lines. We guarantee satisfaction.
Please phone or call:—
K.661—No. 2, Saigon Street, Yaumati or
C.2560—No. 36, Tung Man Street.

PUBLIC AUCTION

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 30th day of September, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Containing in Square Feet	Approximate Area in Acres	Approximate Price
1	Shamshui, New Kowloon	As per plan	6,100	0.14	750

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, September 27, 1929,
commencing at 5.15 p.m.
at their Sales Room,
Duddell Street.

A Valuable Collection of
POSTAGE STAMPS
(Particulars from Catalogue).
On View now.

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers,
Hong Kong, September 25, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, the 30th Sept., 1929,
commencing at 11 a.m.
at No. 4, Carnarvon Building,
Kowloon.

A Quantity of Valuable Household
Furniture and Canton Blackwood
Ware,
Particulars from Catalogue
On View from Sunday, the 29th,
September, 1929.
Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers,
Hong Kong, 26th Sept., 1929.

**SWAMIJEE'S WONDERFUL
POWER**

PRESENT, Past and Future wonderfully revealed through the system of Meditation (Yogasadhana) of the Great Yogi, Swami Premannandajee, the world famous Vedantist. Our House has remarkable references from famous quarters throughout India, Burma and Ceylon and has been known to the public for the last 12 years. Our charges are 5 questions 3 shillings; Annual Life Reading (Monthly details) 5 shillings; Complete Test Life Reading 10 shillings; Extensive Whole Life Reading (from birth to death) 20 shillings. Payable in British Post Orders only. Particulars required (Birth date, and date when writing). Prof. S. N. BOSE, B.A. Swami Premannanda Ashram, Bandon Street (P.O. Box 11418), Calcutta.

**"BEAR BRAND"**

builds vigour and vitality in infants and invalids.
Nature's Ideal Food.

Sole Agents for H.K. & Co. China
A. B. MOULDER & CO., LTD.
China Building,
Hong Kong.

NOTICES.**NOTICE.**

MRS. J. O. MATTOZ
I HEREBY GIVE NOTICE that I am not responsible for any debts incurred by my wife CHRISTALINA DE OLIVEIRA MATTOZ as from the 12th day of August, 1929.
JOSE DE OLIVEIRA MATTOZ.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and **ENTRY FORMS** for the **SIXTH EXTRA RACE MEETING** to be held on MONDAY, 14th October, 1929 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries CLOSE at 12 o'clock Noon on MONDAY, 30th September, 1929.

Hong Kong, 17th Sept., 1929.

**IN THE MATTER OF THE
COMPANIES ORDINANCE
1911-1923**

and
**IN THE MATTER OF THE
YUEN UN CO., LTD.**
(In Voluntary Liquidation).

A FINAL DIVIDEND is intended to be declared in the above matter and Creditors who have not already done so, are required on or before the 31st day of October, 1929, to send in their names and addresses and the particulars of their debts and claims (if any) to the undersigned at the offices of Messrs. Percy Smith, Seth & Fleming, Incorporated Accountants, 6, Des Voeux Road Central Hong Kong, and if so required by notice in writing from the undersigned, are to come in and prove their said debts and claims at such time and place as shall be appointed in such notice and in default thereof they will be excluded from this dividend.
Dated this 23rd day of September, 1929.

S. HAMPDEN ROSS,
A.C.A., A.S.A.A.,
Liquidator.

**TO-DAY
and every day
drop in for a
"quick one"**

at the
**ST. FRANCIS
HOTEL.**

FREE SNACKS

every day from
10.30—12.30
and
5.30—7.00 p.m.

GROUND FLOOR LOUNGE.

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UNCLAIMED TELEGRAMS.

THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Anthony, Peninsular, from Shanghai.

Sherley, 6, Des Voeux Road, from London.

Stoeckli, Peninsular, from Singapore.

Thomson, Peninsular, from Singapore.

S. LACK,
Superintendent.
Hong Kong, 19th Sept., 1929.

**THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK**

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Eike, from Shanghai.

Buckwhart, from Kobe.

Ramsay, from Yokohama.

E. V. JESSEN,
Superintendent.
Hong Kong, 19th Sept., 1929.

MODERN NOVELS**YOUTH'S BAN ON
SENTIMENT****REALITY NEEDED**

"No sentimentality" is the watchword of the younger generation in England, and authors are damned or accepted as they emerge from this touchstone. It will be news over here, perhaps, that Galsworthy is rejected on this count by certain circles over there, or Hugh Walpole who takes the pulse of London literary life for the New York "Herald Tribune" Book Supplement is at fault. "Galsworthy's present status in England," he writes, "is sure one of the oddest ever known to an honourable man of letters, for while he has a fame that is almost divine in Europe and America, he is completely and totally rejected by all the younger intelligentsia here in his own country."

"Behind the intelligentsia and the critics, however, may be discovered the solid body of the men and women in the street, who are for him without a dissentient voice, for him as they are for no other English author alive to-day. In almost every villa in England 'The Forsyte Saga' may be seen. It is the one universally read novel, as no novel has been universally read since Stevenson. Its nearest rival is 'Mr. Polly'—and that is a very long way off. Let the young critics jeer as they please, that solid mass of public opinion is not affected."

"Now why is Galsworthy detested (it is not too strong a word) by the younger English generation? It is because, he is considered a sentimental writer, because he is considered a sentimental writer, because he wears his heart on his sleeve, loves dogs and tramps and English lanes, young moons and disappointed lovers. He is charged with complete unreality."

Woman's Sphere

"It is especially the younger and more modern intellectual woman who abhors Galsworthy."

Women, reports Mr. Walpole, are dominant over men in London's literary life to-day. In his younger days, twenty years ago, "it was six of one and half a dozen of the other; now it is Arnold Bennett against the world." Going on:

"He is in fact the only male author of serious literary importance who lives habitually in London, and he sails from feast to feast, imperturbable, untroubled, interested and amused. For my part I feel abashed and unprepared, for I, like Galsworthy (this is a comparison of emotions, not of intellect), am a man of sentiment, and these ladies are, without a single exception (yes, Miss Clemence Dane is an exception), the foes and bitter conquerors of sentiment. One of them only recently declared to me: 'Why, no one can possibly read Katherine Mansfield—she is so sentimental.' Some one else said that the portrait of M. Charlus in Proust's masterpiece was ruined by sentiment, and some one else declared that Aldous Huxley must look out—she could see signs of 'sentiment breaking in.'"

The Younger Critics

"This is the reason why Galsworthy, Brett Young, Sheila Kaye-Smith and a number of other admirable writers are despised by the younger critics. It is the reason, too, why much of the best modern fiction and criticism is being just now written by women, and why, also, I believe these same excellent novels and books of criticism are forgotten so speedily. Take, for instance, that new novel by Miss Susan Ertz, 'The Galaxy,' to my way of thinking the cleverest novel produced in England so far this year, and the only one likely to approach in success the marvellous and prodigious sales of Remarque's 'All Quiet on the Western Front.' 'The Galaxy' is not only the best novel that Miss Ertz has yet written; it is possibly the best novel that she will ever write, although it will, I hope, have many grand successors. It is admirably arranged, amusing, moving, and a proper picture of the long period that it covers. I read it, I must confess, at a sitting. I was enthralled, completely held by it. Why was it, then, that twenty-four hours after finishing it I could not remember a single thing about it save that on the last page the heroine is killed while star-gazing?"

Feeling and Emotion

"Undoubtedly partly my own crass stupidity, but, alas, I think, the solid resolve on the part of Miss Ertz never to be sentimental. She will achieve feeling and emotion, but never let herself go. Whatever happens, she is not going to make a fool of herself, as so many silly men (Galsworthy, for instance) are forever doing. Result, that I shall remember always that thoroughly sentimental and weak ending to 'Forsyte Saga,' when Soames is hit on the head by one of his pictures, but the sufferings of Miss Ertz's heroine—they are less actual to me than the period tables and chairs which she so cleverly sets about her pages."

RED-TILED MALACCA**VANDALISM AT A BEAUTY
SPOT****CRUMBLING ARCHWAYS.**

Malacca, a hundred miles from Kuala Lumpur, with its historical associations is one of the chief places of interest in the Malay Peninsula, and there are three hills which will well repay the trouble taken to ascend them, writes a correspondent in the "Malay Mail."

Voyagers coming into Malacca by launch from the Straits steamships, which arrive early every morning from Singapore, will obtain their first sight of St. Paul's Hill. The Signal Station is built here, adjoining the old ruined Cathedral, of which only the walls remain but pretty photographs can be taken of the islands and sea, framed by the crumbling archways.

Looking in the opposite direction the red-tiled roofs of the town make a note of colour, and standing out is the large white mosque with its tower, and the Chinese places of worship, in Temple Street. The river divides the town between the European and Chinese quarters and one sees from here the harbour into which no ships of any size can venture. Blue grey hills appear in the distance, hemming in coconut groves and rubber estates.

Ancient Tombs

The ancient graves inside the Cathedral and round the grounds, with their decorations in stone and lettering, are in good preservation. The tomb of St. Francis Xavier was originally here, but now his monument is in the church of "Bon Jesus" at Panjim, Portuguese India. It consists of three tiers made of jasper and marble surmounted by a silver coffin containing his remains.

Visitors to Malacca who have formerly been to the old town will be very sorry to see that what was formerly a spot of great beauty has been destroyed. The Reservoir, which was situated on the eminence by the side of a road leading to St. Paul's Hill, on which the Residency stands, is being blasted away, and the hill which has always been so much admired for its lovely green sward is being levelled, fine old flame-of-the-forest trees have been cut down, and a new road is being made which will lead direct to the Residency. This act of vandalism at enormous expense does away with the former curved road, and will save a few moments of time.

The Jungle's Brink
The second hill we visit is about a mile from the Rest House, following Banda Hill, the road on which Malacca Club and the Rest House are built, until the Jail is reached. Here one turns to the left, and the old Fort ruin on St. John's Hill is seen directly above. A short drive



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"J.T. HARDEMAN"

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"G.B. BORSALINO"

"GAUNTIC"

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153-155 Des Voeux Road Central.

brings one to the track and now that most of the jungle has been cleared away, eggs can be taken up within a short distance of the ruin, but it is nice to walk up, and one enters the Fort by a stairway of grassy steps.

From this vantage point there is a good view of large coconut plantations looking seawards, while towards Johore are long expanses of paddy fields, with Mt. Ophir rising 4,000 feet, thirty miles distant, from where the water is supplied for Malacca town. On the slope of the hill are the ruins of an old chapel.

Bukit China
Our third expedition is to Bukit China. This hill is the highest of the three, and a meteorological station was opened here on March 1 this year.

Leaving Malacca by the Muar road one comes to a hill covered with Chinese graves, hence the name. There is a good road encircling it, and an easy footpath leads to the summit. As one approaches the top the delicious breeze and magnificent view repay one for the exertion. The panorama of the town lies below with the fine seascapes and islands dotted about in an azure sea.

The other hills look low elevations in comparison, and this is the best view in Malacca. Many mosques, for which the Settlement is famous (there are said to be over two hundred) can be seen. It is best to make the ascent in the morning as the anopheles mosquito is very bad here, and the natives consider the hill is haunted by evil spirits, as frequently people who have gone there by moonlight have suffered ill-effects afterwards from malaria.

The first Summer School of Chamber Music, which concluded at Cambridge, has proved that there is throughout the country a deep and sincere love for the most aristocratic of all forms of music.

A GREAT BATTLE**WAR SCENES PICTURED ON
THE FIELDS OF ACTION**

One of the greatest pieces of military strategy ever executed in the great World War was that of the Battle of Tannenberg in 1915 when General Von Hindenberg successfully routed the Russian army and captured 90,000 prisoners. Hindenberg accomplished this by completely surrounding his enemy. How this was done, and how other famous battles of the World War were conducted comprise the outstanding scenes of "Behind the German Lines."

"Behind the German Lines" was assembled from motion pictures taken by the German Government throughout the four years of the war. The Ufa company performed this task and lost more than 25 cameramen in action doing it. The photographers literally pointed the lenses of their cameras into the jaws of enemy cannon and trenches. Every important engagement in which Germany and her allies took part has been recorded for posterity by these intrepid men with the result the film is, perhaps, the most interesting record to come out of the war. The picture is unbiased in every sense of the word, being completely devoid of any propaganda whatsoever.

After making certain bequests to members of his family, Sir Aubrey Brocklebank, shipowner, whose estate was valued at £307,834, left the residue of the property in trust to pay two-thirds of the income to his wife during widowhood, or one-third should she again marry.

Mr. Charles Howard, a Chichester butcher, who had owned Priory Park, the well-known racehorse, died leaving £21,011.

HEALTHY HEATING

Do you know that in the area of one gas company alone—
5,340 Doctors
512 Nursing Homes
204 Hospitals

—use gas fires?
So do 90 per cent. of the maternity centres, dispensaries for tuberculosis, schools for mothers, day nurseries, clinics and crèches in the area of the same company.

Is not this striking proof of the fact that the gas fire is the most hygienic form of heating?

It is hygienic because it ventilates. The gas fire changes the air in a room imperceptibly, without draught or unwanted variation of temperature.

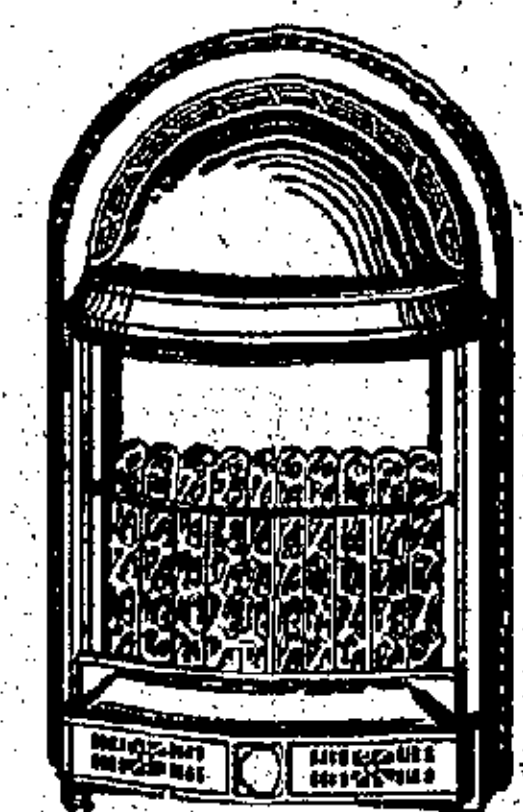
It is hygienic because it can be instantly and accurately regulated to achieve any desired temperature.

It is hygienic because it creates no dirt or ashes to befoul the room, and no smoke to pollute the atmosphere and so keep out the sunlight.

GAS BRINGS HEALTH**GET YOUR GAS FIRES FIXED NOW!**

SUPPLIED ON
HIRE
at \$5 a year.

ALSO ON SALE
FROM
\$27 to \$94.



Period designs to suit all furnishing styles. Models in various colours and finishes.

See them at our showrooms.

HONG KONG & CHINA GAS COMPANY, LTD.

West Point, Hong Kong, and Jordan Road, Kowloon.

Central Showroom—Ice House Street.

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FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER & FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (Fiume)
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE... £75.00.
LONDON... £83.00.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.
S.S. "ROSANDRA" Sails on or about 1st October.
M.V. "ROMOLO" Sails on or about 29th October.
S.S. "VENEZIA" Sails on or about 7th November.
S.S. "TIMAVO" Sails on or about 26th November.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
S.S. "DUCHESSA D'AOSTA" Sails on or about 5th October.
M.V. "ISQUILINO" Sails on or about 15th October.
S.S. "ROSANDRA" Sails on or about 2nd November.
M.V. "ROMOLO" Sails on or about 30th November.

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FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta 3rd Nov.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU Wednesday, 16th October.
TENYO MARU Wednesday, 30th October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
MISHIMA MARU Monday, 21st October.
IYO MARU Monday, 4th November.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HARUNA MARU (Calls Hull) Saturday, 5th October.
KAMO MARU Saturday, 19th October.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 23rd October.
KAGA MARU Wednesday, 26th November.
BOMBAY via Singapore, Penang & Colombo.
TOTTORI MARU Saturday, 28th September.
AWA MARU Friday, 11th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Tuesday, 29th October.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU Monday, 21st October.
NEW YORK, BOSTON via Panama.
TOBA MARU Tuesday, 1st October.
LISBON MARU Thursday, 10th October.
LIVERPOOL via Por. Said, Constantinople, Genoa.
LIMA MARU Saturday, 12th October.
CALCUTTA via Singapore, Penang & Rangoon.
GENOA MARU Wednesday, 9th October.
SHANGHAI, KOBE & YOKOHAMA.
BENGAL MARU (direct Chimuipo) Thursday, 26th September.
SIBERIA MARU Friday, 27th September.
TAMBA MARU (Moji direct) Tuesday, 1st October.
ATSUTA MARU Tuesday, 1st October.
†Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292, 397 and 3921. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ALASKA MARU Wednesday, 9th October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
LA PLATA MARU Friday, 4th October.
BOMBAY—Via Singapore & Colombo.
CHIFUKU MARU Friday, 4th October.
SHUNKO MARU Saturday, 19th October.
(Calls at Karachi).
DUREAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI-
BAR & MOMBASA—Via Singapore & Colombo.
PANAMA MARU Sunday, 27th October.
CALCUTTA—Via Singapore, Penang & Rangoon.
TACOMA MARU Thursday, 3rd October.
BORNEO MARU Friday, 18th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
MELBOURNE—Via Manila, Brisbane & Sydney.
BURMA MARU Thursday, 3rd October.
HAIKONG—Via Hanoi & Pakhoi.
MENDO MARU Thursday, 3rd October, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
HONOLULU MARU Friday, 27th September.
KEELUNG—Via Swatow & Amoy.
HOZAN MARU Sunday, 6th October.
TAKAO—Via SWATOW & AMOY.
TAKAO & KEELUNG.
BATAVIA MARU Sunday, 18th October.
For further particulars please apply to—OSAKA SHOSSEN KAISHA.
Tel. Central No. 466, 463, 464. M. TAKESUCHI, Manager.



SHIPPING SECTION.

M.V. "TAI YEE II"

LAUNCHING OF NEW WATER BOAT AT KOWLOON

GARDNER MACHINERY

A pleasing ceremony took place on September 23, at Kowloon Dock, when Mrs. F. Syne Thomson christened the latest addition to the Union Water-boat Company's Fleet, M.V. "Tai Yee II" in the presence of shareholders and officials of the Company, representatives of the Hong Kong and Whampoa Dock Co., Ltd., who designed and constructed the vessel, and Messrs. Dodwell & Co., Ltd., who supplied the machinery.

The new vessel, having an overall length of 110 ft. and moulded breadth of 22 ft., is designed to carry 300 tons of fresh water on a draft of about 9 ft. The four fresh water tanks, placed amidships are coated with a special bituminous composition, and every precaution has been taken to prevent pollution and contamination.

While this is the second Union Water Boat to be fitted with Gardner engines the owners have kept abreast of the times by installing for the main drive, a 152 B.H.P. Gardner engine of the new cold start full Diesel type, which entirely dispenses with such

"LLANGIBB CASTLE"

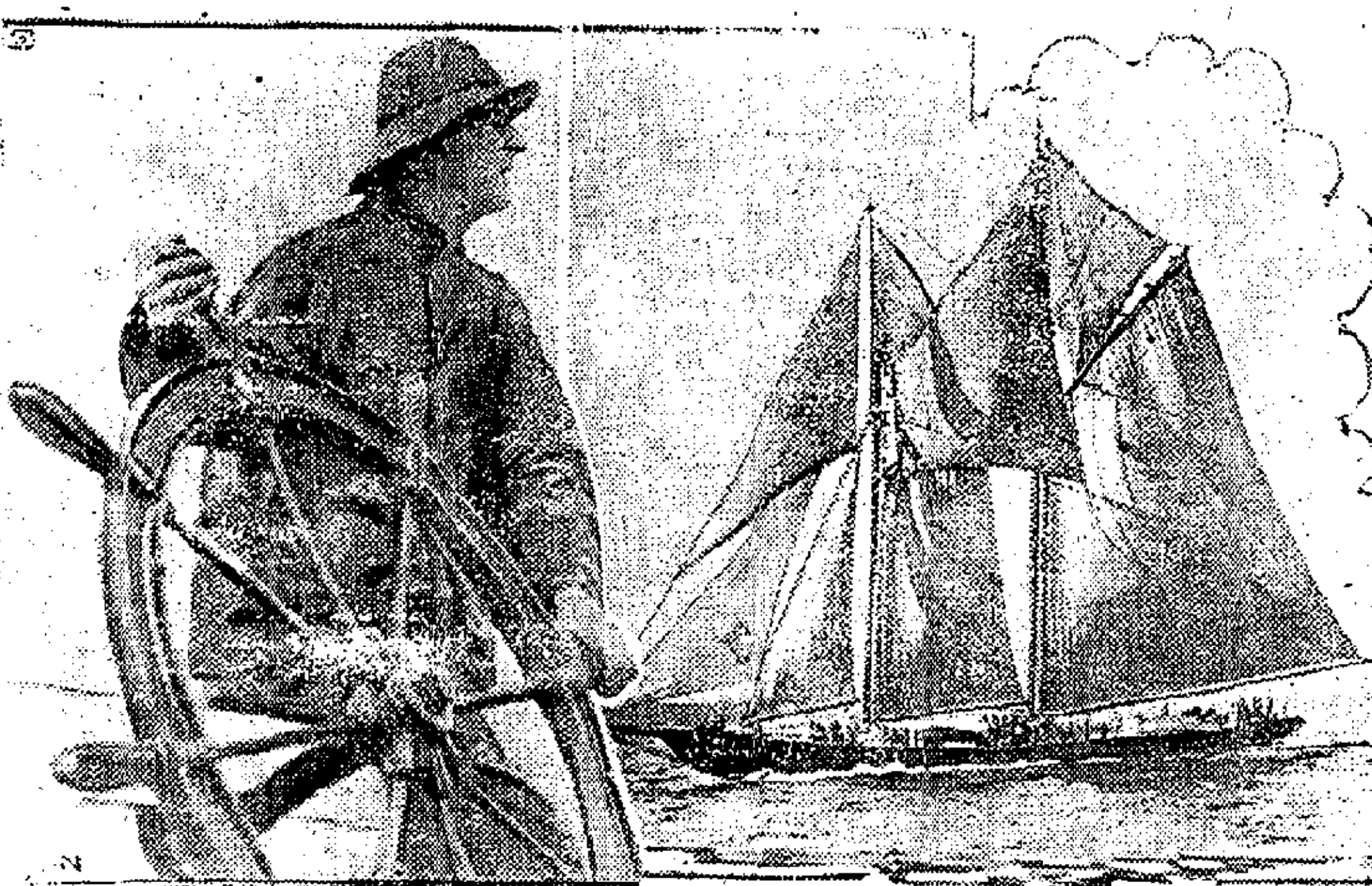
HARLAND AND WOLFF'S BIG ORDERS

TWO NEW LINERS

The first of two intermediate liners which Harland and Wolff are building for the Union-Castle Mail Steamship Co. in addition to the two 20,000-tonners, was launched recently. She is for service on the East Coast of Africa via the Suez Canal, trading to Kenya and Tanganyika, Zanzibar and Beira. The name of the other vessel will be "Junbar Castle".

The length h.p. is 455 ft., the moulded beam 65 ft. and the depth 35 ft. 6 ins., the gross tonnage being 12,160. Two hundred and fifty first-class and 200 third-class passengers will be carried. On the upper deck is the first-class dining saloon decorated in Empire style, with a musicians' gallery at the end, a portion of the saloon being reserved and utilised as a children's dining-room. The furniture is in mahogany, with green silk damask curtains. At the after end is the main staircase with a lift in the centre to all decks. The lift and staircase finish in the lounge on the upper promenade deck. The lounge is in the Louis XVI style.

The smoking-room is at the after end on the upper promenade deck and is a reproduction of an English saloon.



The above is a view of the speedy schooner "Elsie," which is one of the favored entries in the American Fishermen's Race to be held in September at Gloucester, Mass. Inset shows Clayton Morrissey, who will pilot another fast entry, the "Josephine De Costa."

ignition devices as lamps, hot surfaces, or electric plugs.

The Pumping Plant

The pumping plant consists of a rotary plunger type "Tralove" pump driven through gear and raw head pinion by a twin cylinder Garner Semi-Diesel engine of 19 B.H.P. located in the engine room.

The pump has to perform duties ranging from 5 tons of water per hour at heads of approximately 35 to 40 feet in order to cope with the varying conditions met with in watering ships and naturally this has received the closest attention of pump and engine makers when putting forward their recommendations.

NEW ARRIVAL

THE "EUPHORBIA" BRINGS COAL

The s.s. "Euphobia" (5,200 tons), a new ship to Hong Kong, arrived here on Monday with a consignment of coal from Calcutta. She was built at North Shields in 1924 and is chartered by Messrs. Patel & Ghadiali who are the sole agents in Hong Kong and China for the Guddar Kajora Coal Company of Calcutta.

ELECTRIC WINCHES

Several instances have occurred of owners specifying steam-driven cargo winches on motor cargo vessels, the reason being largely—if not entirely—due to the fact that the first cost of the steam winch is lower than that of the electrically operated machine. Some years ago it was also contended that the electric winch was neither so flexible nor so reliable as the steam-driven unit. These claims, however, were disproved without difficulty.

What actually determines the question are the fuel consumption and cost of upkeep. Taking its current from Diesel engine-driven dynamos, the electric winch uses about one-seventh the fuel required by steam winches. Indeed, the economy may be even greater if—and this is frequently the case—the steam winch installation is not in a first class condition as regards the upkeep charges, we can do no better than quote the case of a well-known concern manufacturing electrically driven winches. The details are worth noting.

A list was made of the total spares ordered by all the users of this particular type of winch, numbering, we believe, between 30 and 40 shipowners and supplying in round figures to over 1,000 winches. It was found that the average cost for spares annually, per winch, amounted to less than 9s. In other words, the owner of a motor cargo vessel employing ten or a dozen electric winches may expect to face a yearly expenditure of approximately 25 on the whole installation, assuming that the circumstances are normal. We do not suggest that the figures quoted apply unconditionally to all classes of ship, nor that they are bound to represent the annual cost of upkeep throughout the life of the vessel, but they form a useful and authentic guide. Perhaps those who are in favour of steam winches will supply details for comparison.

panelled room, and opening out from it is the verandah in all English black-and-white style. The third-class accommodation is at the after end of the ship on the upper deck and there is a saloon forward of this, in addition to a spacious lounge on the shade deck, finished in mahogany; there is also a smoke-room.

Two Harland-B. and W. single-acting eight-cylinder engines are installed, and it is understood that the total power developed is in the neighbourhood of 7,000 h.p. The power will be increased by the employment of the pressure-injection system, the turbo-blower being driven by the main engine exhaust. Auxiliary power will include three six-cylinder generating sets with over-size compressors for supplying the manoeuvring air. Two Clarkson boilers heated by the exhaust gases from the main engines whilst at sea are to be installed.

NEW WARSHIPS

SUBMARINE AND DESTROYER BUILT AT SCOTLAND

Two new vessels for the Royal Navy were launched recently from the yard of Vickers-Armstrongs, Barrow-in-Furness. They were the submarine "Pandora" and the destroyer "Arrow."

Authorized under the 1927-28 programme, the "Pandora" is one of the six "P" class boats, her sister ships being the "Perseus," "Parthian," "Phoenix," "Poseidon," and "Proteus." They are of 1,370 tons (2,040 tons submerged), and each carry a 4 in gun and eight torpedoes. It is understood that, like the new "O" boats, they are destined for service on the China Station.

The destroyer "Arrow" is one of the eight vessels provided for in the same naval estimates, and the fifth ship of her class to take the water this year. She has a displacement of 1,330 tons, a speed of 35 knots, and carries four 4.7 in. guns.

MOVEMENTS OF STEAMERS

The s.s. "Talamba" left Singapore yesterday for Hong Kong.

The C.P.S. R.M.S. "Empress of Russia" arrived at Kobe on September 24 (Thurs.) at 4 p.m., left Kobe on September 25 (Wed.) at 6 a.m., and is due at Nagasaki on September 26 (Thurs.) at 6 a.m. She leaves Nagasaki on September 26 (Thurs.) at 2 p.m.

The M.S. "Ping" is due from Manila on October 3. The C.P.S. R.M.S. "Empress of Russia" arrived at Nagasaki on September 26 (Thurs.) at 6 a.m., leaves Nagasaki on September 26 (Thurs.) at 2 p.m., and is due at Shanghai on September 27 (Fri.) at 5 p.m. She leaves Shanghai on September 28 (Sat.) at 4 p.m.

Plans call for the construction of four Diesel-engined freighters of 5,300 tons each, equipped with refrigeration facilities, and two steamers each for the company in South American and Australian services. Also, according to the "Far Eastern Review," the Yamashita Kisen Kaisha will order three Diesel-engined freighters of 10,000 tons each.

A PECULIAR CASE

WIVES ARRESTED IN LIEU OF HUSBANDS

LOGS IN SHELTER

Three boatwomen who were arrested just because the Police had failed to apprehend their respective husbands appeared at the Marine Court this morning before Mr. T. W. R. Hosegood on a charge of depositing a number of rafts and logs inside the Yumati Typhoon Shelter without a written permission from the Harbour authorities.

Mr. A. E. Hall appeared for all the defendants and entered a plea of "Not Guilty."

Sergeant Hudson of the Water Police said that on September 20, he saw several trading junks anchored outside the shelter, and on enquiries being made, he found that they had been crowded out of the shelter by a large quantity of rafts and logs which had been deposited there.

Witnesses made further enquiries and found that the timber belonged to three boatmen. He eventually located them, and when they admitted ownership he told them to remove the obstruction, giving them two days' time to make a start. He visited the place next day and found that the work of removal had not commenced. On September 24, he

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S.S. "TAI HING"

SAT.	28th	SEPTEMBER
THURS.	3rd	OCTOBER
TUES.	8th	SAT.
MON.	14th	TUES.

S.S. "TAI MING"

MON.	30th	SEPTEMBER
SUN.	5th	OCTOBER
FRI.	11th	MON.
WED.	16th	SUN.

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*MANTUA	10,946	28th Sept.	Bombay, Marseilles & London.
*KARMALA	9,128	12th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*MURZAPUR	8,716	16th Oct.	Straits, Colombo & Bombay.
*KALYAN	9,144	26th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE	5,283	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*MACEDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
*KASHGAR	9,065	23rd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

Ship	Tons	From Hong Kong	Destination
TILAWA	10,006	12th Oct.	Singapore, Penang & Calcutta.
TALAMBA	9,144	24th Oct.	Singapore, Penang & Calcutta.
TAKADA	6,349	6th Nov.	Singapore, Penang & Calcutta.
SHIRALA	7,841	8th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Nov.	Singapore, Penang & Calcutta.
TILAWA	10,006	17th Dec.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

Ship	Tons	From Hong Kong	Destination
*ST. ALBANS	4,500	4th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
*NELLORE	6,553	1st Nov.	
*TANDA	6,556	29th Nov.	
*ST. ALBANS	4,500	10th Dec.	
*NELLORE	6,553	31st Jan.	

*Port Holland & Zambouanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolanabang, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:-

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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

Ship	Tons	From Hong Kong	Destination
*NELLORE	6,553	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
*KALYAN	9,144	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	9,144	10 am.	
DELTA	8,013	1st Oct.	Amoy, Shai, Moji, Kobe & Osaka.
ARAFURA	8,007	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.
MACEDONIA	6,949	12th Oct.	Amoy, Moji, Kobe, Yama & Osaka.
*KIDDERPORE	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
*SHIRALA	5,324	16th Oct.	Shanghai, Moji, Kobe & Osaka.
*BELTANA	7,841	19th Oct.	Shanghai, Moji, Kobe & Yokohama.
KASGAR	9,005	26th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	29th Oct.	Amoy, Moji, Kobe & Osaka.
TANDA	6,555	5th Nov.	Moji, Kobe, Osaka & Yokohama.
RAWALPINDI	16,619	9th Nov.	Shanghai, Kobe & Yokohama.
*LAHORE	5,304	11th Nov.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

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Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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CARGO SERVICE

PULVERISED COAL FOR MARINE BOILERS
DUST AND AIR

The Todd Corporation of U.S.A., which is taking the lead in the development of the use of pulverised coal under marine boilers on that side of the Atlantic, has issued some interesting details of the performance of the s.s. "West Alsea" which has been fitted with the latest type of burner. It is claimed that a boiler efficiency of 61 per cent was obtained under test against an efficiency of 66 per cent, which is the usual figure with raw coal and about 75 per cent with oil fuel. The actual consumption per pound of fuel was 10.7-lb. against 2.6 with raw coal. The pulverising plant is much more compact than the older mills and reduces the fuel to a finer powder, while it is claimed that the new burner employed are the most effective type for securing a good mixture of dust and air and consequently more perfect combustion.

Meanwhile experiments in England with pulverised fuel are still going ahead and the Stuart Line, which recently converted the s.s. "Stuart" to burn pulverised coal, will shortly have in commission a ship which will consume nothing else. This, under the conditions of cargo service over a number of months, should be a most informative test of the economic value of the new method of burning coal.

Following the agreement with Japan the German Government has agreed that ship's survey certificates granted by the Soviet Government will be acknowledged as valid in German ports, certificates for Russian vessels, signed by the appropriate Soviet authorities being acknowledged by Germany without any additional measurement while the Soviet Government agrees to recognise those issued to German vessels in German ports.

The M.A.N. of Nürnberg has obtained contracts for the engines for five motor vessels being built in Holland for the Far Eastern service of the Koninklijke Paketvaart Maatschappij.

The annual report of the Australasian United S.N. Co., states that the earnings of the Company have again been prejudicially affected by the frequent labour disputes at Australian ports with the result that the accounts to December 31 last show a net profit of only £47,350 with no allowance made for depreciation. The British India S.N. Co. is largely interested in the line which owns 12 vessels of 35,700 tons gross. To pay a dividend of five per cent, £5,850 has had to be taken from the earnings of previous years and no allowance made for depreciation.

The Dutch Company for Port Works, formerly known as the Nederlandsche Harbour Board, which has done a great deal of work on the Whangpoo and at many ports in China shows in its balance sheet for 1928, a deficit of £28,450. The whole of the Company's fleet is stated to be at present employed in China where the extensive port works at Macao have just been completed. The report states that a lawsuit is pending with regard to these works.

The N.D.L. cargo s.s. "Frankfurt" which has been built for the Bremer Vulkan at Vegesack for the company's Far Eastern service, has undergone successful trials, her triple expansion engines, fitted with Bauer-Wach exhaust turbines, developing 4,200 h.p. and giving her a speed of 12.5 knots. The new vessel is of 9,240 tons and a sister ship is under construction by Messrs Blohm & Voss, of Hamburg, for the same service which will be propelled by geared turbines. Both vessels are intended for the fast cargo service and will have no accommodation for passengers.

White Star Monster

The bench trials of the first engine completed for the White Star monster "Britannic" were held recently by Messrs Harland & Wolff, Belfast. The engine, which is the largest direct reversing marine Diesel ever built, is an air injection, ten cylinder, four cycle, couple acting engine and ran with great smoothness on the test bed.

The East Asiatic Co., of Copenhagen has enlarged its fleet by the addition of the Diesel driven cargo ship "Alisa" which has been launched from the Mafsoer Shipyard. She is the first of five vessels being built in Denmark for the Company's China trade and, with her sisters to come is 425 feet in length by 57-ft. breadth and 28-ft. depth. The propelling machinery consists of two sets of Burmeister and Wain motors with a combined h.p. of 6,700 designed to give them a loaded speed of 14 knots. She has five large hatches with 15 derricks, one with a lifting capacity of 40 tons, served by 14 electric winches. She will have accommodation for 48 first cabin passengers with a bathroom to each berth, and the public rooms are being luxuriously fitted out. The vessel, when completed, will at first be placed on the run between Europe and Bangkok.

U.S. Tonnage

The efforts of the U.S. Government to get rid of the incubus of the merchant navy which it launched with such high promise have so far been more than half successful. According to figures recently published at Washington, privately owned American tonnage now amounts to 1,900,000 while that still under state ownership is only 1,600,000 tons. It was during the second quarter of this year that the private fleet overtook and passed the Government owned tonnage due to the sale of the U.S. Lines, including the "Leviathan" and several other services. As regards the carrying of the country's commerce, it is stated that during the past twelve months, vessels of the Shipping Board carried only half of the cargoes they carried in 1921. In that year they carried 15 per cent of the total. In 1928 it was 7 per cent. Private American tonnage, on the other hand, which moved 36 per cent of the total foreign commerce of the U.S. in 1921, carried the same proportion last year, though in 1926 the proportion had fallen to 26 per cent. Significant fact is that, in spite of all the advantages of State aided shipping, vessels under the American flag, private and State owned, carried less than half of the total foreign commerce of the country.

High Speeds

The fine performance of the N.D.L. "Bremer" crossing the Atlantic in 4 days 17 hrs. 41 min. has doubtless been cabied to Shanghai and needs no further elaboration. The vessel made an average speed of 27.5 knots which is nearly two knots faster than the average of the veteran Cunarder "Mauretania." How long the vessels will hold the Blue Riband remains to be seen as the new White Star liner "Britannic" is nearing completion and one of her immense Diesels, as stated recently, has already undergone its ship tests. The plans for the new ships of the United States Lines are being drawn up and it is stated that two of them will have a speed of "at least" 27 knots. This does not tally with the former statements of a speed of 30 knots and will not be of much use against the "Bremer" and "Europa" and the later comers under the British flag. Incidentally, the official measurements of the "Bremer" give her tonnage as 49,864 gross, which is considerably more than the 46,000 tons first announced.

The Development in the Use of Pulverised Coal

The development in the use of pulverised coal combined with the Bauer-Wach exhaust turbine, have again thrown the question of the best means for marine propulsion into the controversial melting pot and those who prophesied that the Diesel would in time completely oust the steam engine from the seven seas, are now commencing to review their verdict. The new system is not yet far enough advanced to show any appreciable gains in statistics but there appears to be a general feeling that in trades where oil is not easily procurable, coal may again, under the new conditions of combustion and economies, come into its own and at least hold its own with the Diesel.—"Shipping and Engineering."

CONSIGNEES.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 14th October, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

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Hong Kong, 22nd September, 1929.

PETROL FROM COAL

NEW SOURCE OF COMBUSTION FUEL

APPLIED SCIENCE

A great deal of publicity has been given in Australia from time to time to the Bergius process and other foreign experimental methods of distilling oil from coal, but it is not generally known that British chemical and engineering research has also achieved important results in this branch of applied science. Reports in the British press indicate that the Air Ministry has been conducting tests on petrol obtained from British coal. For some time past aero engines have been kept running on that petrol at Stag Lane Aerodrome, near London, according to the aeronautical correspondent of "The Times." Recently some flying demonstrations were to have been given in connection with the special process of Low-temperature Carbonisation, Limited. Unfortunately a light southerly wind blew all the base of London over the aerodrome, and all that could be done was to demonstrate that there was no difficulty in starting up with coal petrol. A flying demonstration could not have been given, for the value of this coal spirit lies not in the end result but in the laboratory tests of the petrol and records of aero engines run over long periods. The officials of Stag Lane Aerodrome said that they had been using coal petrol for a fortnight, a light aeroplane and a high-powered radial engine, and so far had not found any appreciable difference in performance; and after the correspondent had been driven back to town on coal petrol the owner of the car, a technical engineer, could not state definitely that there was any difference to the running on ordinary petrol. The liquid itself certainly had an unpleasant smell, which might prejudice the motorist, but this may be reduced by scrubbing processes.

A Cracked Spirit

There was no reason to suppose that the spirit would not be suitable for aircraft, and, if it was, it would automatically meet the requirements of every other type of internal combustion engine. It was a cracked spirit—that is, one obtained by altering the chemical composition of a heavy oil under pressure and temperature to produce so much petrol and so much oil of heavier grades—and it was claimed that a cracked spirit had very high anti-knock qualities. A crude oil suitable for cracking was one of the by-products of the low-temperature carbonisation of coal, in which were produced a smokeless radiant fuel, crude oil, and gas which, in turn, produced a small quantity of petrol by treatment. Low-temperature methods of treating coal had been developed very much in the last few years, but there was

Still the Problem of Whether it could be made commercially profitable.

Lieutenant-Colonel W. A. Bristol, the managing director of the particular process from which this coal petrol is derived, stated that the rapid development of low-temperature carbonisation depended largely on the discovery of a market capable of infinite expansion for the by-products. He looked to the building up of plant in Britain for cracking low-temperature oils, and to such a plant being fed first with petroleum oils and gradually taking more and more of the crude oil from the various low-temperature carbonisation plants now being set up, until it is independent of petroleum oils. A

plant for this purpose was shortly to be erected on the banks of the Hamber, and it was stated that, although no coal petrol had yet been sold as a proprietary article to the public, since July, 1927, one British low-temperature carbonisation plant alone had produced 1,850,000 gallons of crude oil and 160,000 gallons of motor spirit, which had been taken over by the petrol companies. From the standpoint of national defence, it was important to find a fuel which in war time would reduce the demand for foreign spirits, and should the process prove commercially profitable on a large scale, it would also be a very valuable help to the mining industry.

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Estimates furnished on application.

Hong Kong, April 1, 1924.

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The Company possesses Six Granite Docks and Two Patent Slipways. The dimensions of No. 1 Dock are 700 ft. x 85 ft. x 30 ft.

Codes Used: A1, A.B.C. Fifth Edition; Engineering; First and Second Edition; West-Union and Wat-lins.

Single screw steel passenger and cargo motor ship. Dimensions: — 154' 6" R.P. x 28' 0" Mid. x 11' 6" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10 1/2 knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd. to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager: R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. "Benroech" are reminded to take delivery of their goods which will be subject to rent after September 30.

September 26 to October 2, 1929.

Date High Water Lower Water Standard Times Ht. Standard Times Ht.

Thurs 26 m 1.33 7.0 m 10.9 2.2

Fri. 27 m 2.57 7.0 m 11.47 1.9

Sat. 28 m 3.45 7.0 m 12.35 1.6

Sun. 29 m 4.47 7.2 m 1.33 1.4

Mon. 30 m 5.54 7.4 m 2.31 1.1

Tues. 1 m 6.56 7.6 m 3.29 0.8

Wed. 2 m 7.58 7.8 m 4.27 0.5

Thurs. 3 m 8.59 8.0 m 5.25 0.2

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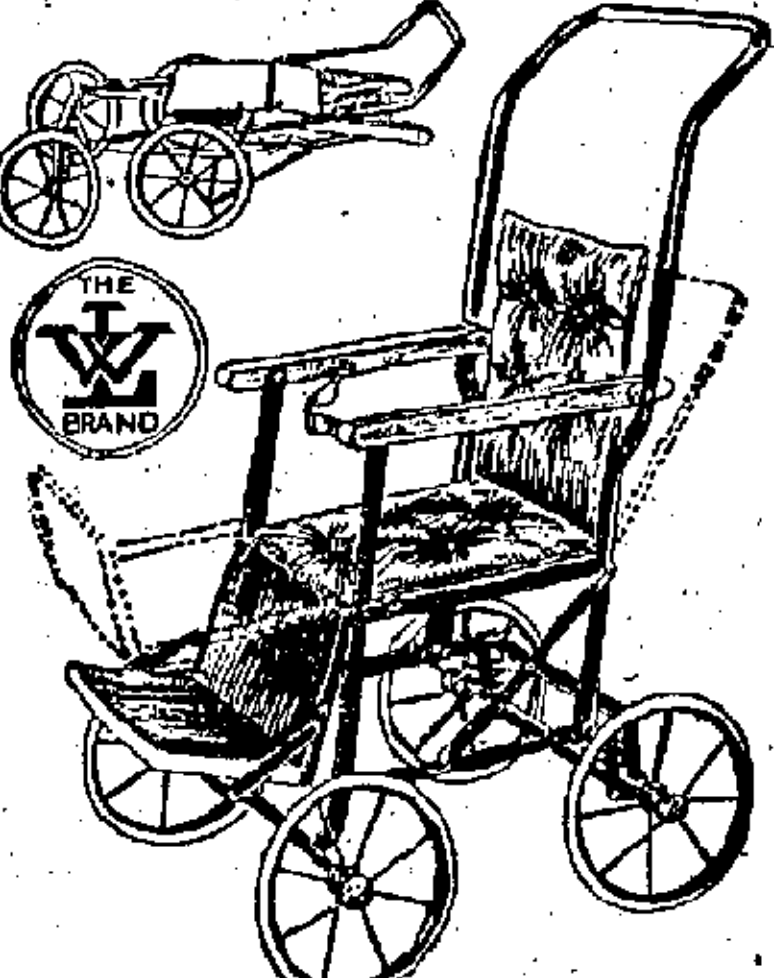
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Overland China Mail.

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$13 including postage \$15, payable
in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers.
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES:—
Office: Central 22.
Editorial: Central 4541.
Cable Address:—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all remi-
tances should be made payable.

London Offices:—The Far Eastern
Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, Sept. 26, 1929.

CHINESE JUSTICE

The incarceration of Mr. Anderson, a Russian employee of the Chinese Maritime Customs Service, who was sentenced to two years' imprisonment recently on charges of receiving bribes from opium smugglers, has shocked European residents in China. We hope that the case, together with full details of the so-called "trial," will be established firmly in the minds of the European delegates when next they meet at Geneva to consider the appeal of China for an abolition of extra-territorial rights. The Anderson case is the worst possible advertisement for the Chinese, and shows a lack of nobility of spirit not in harmony with the disarming humanitarianism of Dr. C. C. Wu. Anderson, because he is a Russian subject, has no extra-territorial privileges, and no one can intervene on his behalf. Had he been the subject of a great Power enjoying extrajudicial rights and Consular protection, or even a German subject, we venture to think that the Chinese authorities would not have dared to play such an uncivilised farce. No, he is a helpless, defenceless Russian, and everyone knows how just now the Chinese detest the Russians! What an opportunity for showing contempt of Russia, and for cracking a sinister little joke about extrajudicial rights for the white man! The fact that stirs the indignation of Europeans is not that Anderson is a Russian, or even that he is a European, but that his trial was, according to the

Western conception of justice, inhumanly unjust. For a crime which is not even proved by the production of circumstantial evidence, let alone by direct evidence, Anderson was sentenced to two years' imprisonment. We are quite ready to believe that the best of Chinese prisons are not humanly fit to receive a European; the food, the liberties and lack of restraint of the jailers, are horrors only too easily imagined. To surmount this, Anderson is forced to share his cell with three Chinese prisoners. What a delightfully sadistic method of increasing the prisoner's torment!

The Chinese are an inconsistent people. It is excessively difficult and bewildering to reconcile a race capable of producing men like Chuang Tzu, who said in 200 B.C. "a gentleman never strikes a man when he is down," and that great teacher and idealist, Dr. Sun Yat-sen, with the spirit of revenge and pitiless injustice which occasionally peeps out from behind the mask. That it is not in league with the aims and ideals of the new China is a hope, with which we heartily concur; it seems a ghost of the past, still haunting the decaying body of the old Empire. The subconscious mind of the Chinese people is still girded by the Great Wall, a moral complex which permits the survival of prejudice against "the hated foreigner."

When China comes to realise that now she has entered the economic struggle in which the nations of the world are engaged, she must welcome and not antagonise the peoples of the Occident, she may be regarded as fitted to entertain foreigners without the precaution (not a flattering one, to Oriental honour, it is true) of extra-territorial rights. This can only happen when we are assured that she will faithfully adhere to the demands of her legal statutes and not convict aliens by the same methods as were prevalent in the Han Dynasty. China has not nearly completed her work of national reconstruction on the lines as laid down by Dr. Sun, but she is hastening to commit acts which will become her present prestige. As a famous Chinese philosopher has said: "You cannot eke out ermine with dogs' tails."

Madam Keiley, with her daughter, left Singapore last week for India to spend a month's holiday with her daughter in Calcutta. She expects to be back in Singapore during the first week in November.

One case of enteric fever (British) was notified yesterday.

Carrying a chicken by its wings led to a Chinese woman being fined \$5 at the Kowloon Police Court this morning.

The preacher in St. Andrew's Church, Kowloon, on Sunday morning will be the Rt. Rev. C. R. Duppuy, D.D., Bishop of Victoria.

At the Kowloon Court to-day a villager was fined \$5 for allowing his dog to be abroad without a muzzle, while another was fined \$5 for keeping his dog without a licence.

A fine of \$200 or, two months' jail was inflicted on an unemployed Chinese by the Kowloon Police Magistrate this morning, for preparing a quantity of opium at the 1st floor of 430, Shanghai Street.

A cheque for \$1,025, drawn in his favour on the Hong Kong and Shanghai Bank, was reported by Medhi Khan, a warder of Victoria Gaol, to have been lost by him yesterday whilst he was in Mosque Street.

Six weeks' hard labour was the sentence passed by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on a Chinese for the theft of a camp bed from a seaman on the s.s. "Helican," lying in the harbour.

A fine of \$10 was imposed on each of four Hakka women, by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning, who pleaded guilty to charge of trespassing on Government Plantation No. 9C, at Custom's Pass.

Posted by the Military authorities as deserters since September 3, Lance-Corps, W. Wallis and A. Glazier, of the 2nd Battalion the King's Own Scottish Borderers, have been arrested by the Police and handed over to the Military.

In a report to the Police, Capt. Hignatt of the s.s. "Nellore," lying at the No. 5 Kowloon wharf, stated that between 9 and 9.30 a.m., yesterday, a thief stole from his cabin, during his absence, 18s. 6d. in English money and a silver cigarette case worth \$20.

Charged with the unlawful possession of 603 *po pu* lottery tickets valued at \$900, a Chinese woman pleaded guilty at the Kowloon Magistracy to-day and was fined \$75. The tickets were ordered to be destroyed.

For injuring a lad with an opium pipe picker, a Chinese bricklayer appeared at the Kowloon Magistracy to-day. He complained that the lad had entered his house at 4 a.m. to see his daughter. The man and the lad were each bound over in personal bonds of \$50 each to keep the peace for six months.

Sze Che-wan, of 148, Kowloon Tong, appeared at the Kowloon Magistracy this morning for having allowed his brown dog to be at large without a muzzle and for having kept a brown dog and a black dog, respectively, without a licence each. On the first charge his Worship fined the defendant \$5 and cautioned him on the other.

Defrauding a grocer's shop in Reclamation Street by ordering goods to the amount of \$1.95 and then giving his address as a fictitious number in Shanghai Street, brought an unemployed Chinese before Mr. T. S. Whyte-Smith at the Kowloon Police Court this morning. On pleading guilty he was fined \$10 or, two weeks' jail.

Notice has been given to the Registrar of the following forthcoming marriages:—Mr. Malcolm Morrison, shipwright, No. 3, Stanley-terrace, Talkoo, to Miss Marion Robertson, Newton, Ardvaar-street, Isle of Eke; Mr. Eduardo Guilherme da Luz (clerk in the Union Insurance Society of Canton, Ltd.), of No. 2, Peace-avenue, Homunkin, to Miss Olga Maria dos Remedios (of the Advertising & Publicity Bureau), No. 17, Nanking-street, 2nd floor, Kowloon.

QUEEN'S COLLEGE SPORTS

The annual swimming sports of Queen's College will be held at the South China Athletic Pool, on Friday, (to-morrow) at 2 p.m., when Mrs. A. R. Sutherland will present the prizes.

The following are the events:—25 Yards Small Boy's Race (Classes 7 and 8); Two Lengths (Free Style) (Junior); Two Lengths (Free Style) (Senior); 100 Metres (Free Style) (Junior); 100 Metres (Free Style) (Senior); Two Lengths (Breast Stroke) (Junior); Two Lengths (Breast Stroke) (Senior); Two Lengths (Back Stroke) (Junior); Two Lengths (Back Stroke) (Senior); Long Plunge, Small Boy's Team Race, Master's Race, Class Team Race (Junior), Class Team Race (Senior); Old Boy's Race.

MEERUT TRIAL

TWENTY-FIVE PRISONERS
HUNGER STRIKING
COMMUNIST AGITATORS

Meerut, Yesterday.
Twenty-five prisoners in the Communist conspiracy case are hunger striking.—Reuter.

"SPANNER-SENSE"

USER'S WANT OF
JUDGMENT

Many of the repairs that have to be executed on motor vehicles are entirely due to want of judgment in the use of spanners. There is a type of man to be found in most workshops who can be looked on as the last man to use any part of the equipment, such as a vice, tool-holder, or a lathe, &c., owing to the extraordinary force with which he tightens anything he handles. Anything he has tightened up requires a piece of tube with which to lengthen the leverage of any ordinary spanner before any average man can loosen or undo it. Such a man is a nuisance in a workshop, and is the cause of much breakage of bolts, &c. Naturally, this applies also to the owner driver, but in his case it is largely lack of experience rather than an exhibition of brute strength.

In going over cars one has often found bolts and studs originally screwed 20 threads to the inch, which, after having been handled by heavy-handed men, will show a pitch of 18 per inch when measured with the screw gauge, and in some cases, bolts have been overstrained through the improper use of a spanner until their effective diameter has been reduced to half that of the original area.

In the case of big-end bolts, and those bolts and studs upon which the security of the steering depends, the consequences of having in use a bolt so weakened may be very serious. It is here suggested that mechanics and drivers should try and acquire some knowledge of what pressure should be used while tightening up bolts, and avoid the use of too long a tommy-bar when using a box spanner. Apart from the danger of the heavy-handed man, there is the man who will say that he has thoroughly tightened all nuts, but when examined they will all be found to require another half-turn before they can be called properly tight.

"Spanner sense" appears to come naturally to some, whilst others never seem to acquire it. The use of the spanner is, at some time or other, necessitated by every car owner, except, perhaps, the favoured few who never drive themselves unless accompanied by a chauffeur, and the sense of using it is one that should be cultivated by all.

In connection with this matter, too, is the importance of using the correct sized spanner for each particular nut. Obviously, the man who takes a 9in. adjustable spanner to screw up a 1/4in. nut is not too highly possessed of "spanner sense."

Much of the filming has, for reasons of State to be done by night, and it involves much water, for which no non-wetting substitute exists.

When Mr. Seymour Hicks learned by telephone of the adventures of his wife he bought a pair of india-rubber fishing waders and sent them to her by special messenger. Little, one imagines, did Miss Terriss suppose, when she was leading lady at the old Gaiety Theatre, that nearly forty years later she would be standing up to her waist in water at Elstree.

Mr. Bavin, New South Wales Premier, who has just returned from a visit to Britain, whilst of opinion that Australia has no reason to fear any departure from the traditional attitude of the Imperial Government towards the Dominions, regrets the announcement of Mr. Snowden to abolish Empire preference.

Critics of army expenditure in the United States complain of the millions of money set aside for maintaining scores of army posts throughout the country. Fifty garisons, which the taxpayers are now called upon to maintain are, it is said, not needed for national defence, and have no military value.

An interesting point of law was decided at Bow-street Police-court, where a man was charged with incurring credit by false pretences for food consumed by two of his friends at a West-end restaurant, who left without paying. As defendant had sufficient money for his share of the bill he was dismissed.

P'RAPS — P'RAPS NOT!

"By Jove, old man, you've lost a lot of hair since I last saw you."
"No, I haven't lost it—it just came out; so I threw it away."

"Mother, shall I run out and post this letter?" asked a little girl of six years.
"No, child, certainly not. It's pouring in torrents, and not fit for a dog to be out of doors. Your father will go."

Landlady: I'm sorry the chicken soup does not seem very good. I showed the new cook just how it should be made, but she doesn't seem to have caught the idea.
Boarder: I think it's the chicken she seems to have missed.

"Yes, in the fall and winter we go abroad, in the spring, we are in Bermuda, and we spend the summer in our little home in the mountains down at Asheville."
"Oh, I see; so you live in Asheville, then?"

"Not at all; whatever gave you that peculiar idea? We live in New York."

The disgusted client said to his lawyer: "Your fee is exorbitant. It didn't take you a day to do the work."

"It is my regular fee," said the lawyer; "I am not charging you for time, but for the cost of my legal education."

"Very well give me a receipt for the cost of your education, so that the next man won't have to pay for it too."

There was no doubting the fact that the young man was very angry. But the motor cycle dealer was used to stormy scenes, and he merely smiled. "And when I bought that bike," continued his angry customer, "you said that if anything broke within six weeks you'd replace it."

The salesman nodded. "Yes, sir," he agreed pleasantly. "What new parts do you require?"

"Several," declared the young man. "A new ankle, four front teeth, and a funny-bone."

Mrs. Arris (seeing sky-writing for the first time): "Lawk, Mrs. Iggins, wot be that?"

Mrs. Iggins: "That'll be some o' that 'ere wireless caught fire, I'll be bound."

Maid (seeking new post): "Yes, I go as a general servant, but I don't cook, or wash, or sew, or wash up, or clean shoes, or polish, and I must get out as much as possible."

Registry Office Official: "But you will never get a post like that."
Maid: "That is all you know—I have already had five in six days."

For four hours had the woman remained in the shop. She had visited every department, and worried most of the assistants without spending a penny. At last one of them ventured a mild protest. "Madam," he asked, politely, "are you shopping here?"

The woman looked surprised. "Certainly!" she replied. "What-ever else should I be doing?"

For a moment the assistant hesitated, then blurted out: "Well, madam, I thought perhaps you might be taking an inventory."

A child, whom Matthew Arnold was examining in grammar, once wrote of certain words which he found hard to classify under their proper parts of speech; that they were "thrown into the common sink which is Adverbs."

Visitor (to Swiss guide): "By the way, I am told there is an extraordinary echo to be heard just here."

Guide: "Extraordinary! Why I should think it is, sir! Just try now. Shout, 'Two pots of beer' as loud as you can, sir."

Visitor shouts. A pause. Then: Visitor: "The sound doesn't seem to come."

Guide (with winning smile): "No, sir, but here comes the beer!"

When Mrs. Muggins fell upon hard times the kind-hearted folk of Mudville decided to hold a raffle. A good number of tickets were disposed of, and finally Mudville's oldest inhabitant was asked to hand over his modest tanner.

"What for?" he queried.
"A ticket for a raffle."
"Raffle! What's the raffle for?"
"For Mrs. Muggins!"

"What am I going to do wi' Mrs. Muggins if I win her, eh?"

Anxious Mother: "And is my boy really trying?" Tired Teacher: "Very."

He: "You were no spring chicken when I married you."
She: "No; I was a little goose."

AUSTRIAN TRADE

PROSPECT OF A FURTHER DEVELOPMENT LOAN

ECONOMIC POSITION

The following account of Austria's economic position was given by Dr. Joseph Mittelberger, the Austrian Finance Minister, in an interview granted to the Vienna Correspondent of "The Financial Times."

From time to time the foreign press publishes reports about the Governmental need for a loan, and I shall review Austria's State finances, with special regard to the loan question.

It is true that Austria intends to appeal to the internal or foreign loan market, but I must emphatically state that there are two domains of Austrian finance where there is no need whatever for capital. One is the State budget, so far as current expenditure is concerned, and the other is the National Bank of Austria. In other words, Austria needs no loan capital for the maintenance of the budgetary equilibrium or currency stability. In my opinion, it is most important to start from this "negative" definition and to show the truth by a few figures.

The Austrian currency has been stable since November, 1922, and was de facto stabilized on January 1, 1925. Now the backing of the schilling—that is, the average amount of the reserve (consisting exclusively of gold, sterling and dollar balances)—was 70 per cent. during the past three years or so. Traffic in foreign exchange is freed from any restrictions.

As to the State budget, I should like to mention that the autonomous State Accountancy Court has audited the State accounts for the first six years since the beginning of the reconstruction (1923-28). It is indicated that the combined amounts of State revenue totalled 5,715.7 million schillings (\$165.6 millions), as compared with current expenditure to the amount of 5,199.4 million schillings (\$150.7 millions).

Thus the result of the current State finance for the first six years was a surplus of 516.3 million schillings (\$14.9 millions). It was only in the first year of the reconstruction era (1923) that the current budget showed a deficit of 82.2 million schillings, while the other five financial years concluded with substantial surpluses varying from \$2.6 to \$3.6 millions a year.

Judging by the experience of the preceding years, it may be anticipated that the current financial year will also show a considerable surplus of revenue over current expenditure, though the amount inserted in the Finance Act, 1929, is only a little over one million sterling.

The Need For a Loan

It will now be understood why I lay special stress on what I have termed as the "negative" definition of the need for a loan. From the viewpoint of the Austrian State credit, it is by no means irrelevant whether or not foreign observers are misinformed as to the employment of the State revenue or as to the use of a proposed loan.

The amount the Austrian Treasury was obliged to extract from the national economy during the past six years would have been less by some half a milliard of schillings (\$150,000,000) if Austria had existed for centuries as a small State—as Holland or Switzerland—and if she had not been burdened with obligations arising from the Great War.

In this case the burden of taxation would have been much easier, while, at the same time, the savings out of the national revenue would have been considerably larger. But these two premises, as is well known, do not apply to the case of Austria. She has been left as one of the rump States of the former Austro-Hungarian Monarchy, and under the terms of the Treaty of Saint Germain Austria is burdened with heavy financial obligations.

In addition, Austria has had, and still has, to adjust her production and her transport system in the area of a small State. Hence the extraordinarily keen activity in the field of railway electrification, of road building, of the construction of long-distance cables and so on. Thus, I have arrived at the capital need of the Austrian State.

The productive investments carried through on account of the Government during the last six years of economic reconstruction not only absorbed the above-quoted surplus of revenue over current expenditure, in addition a substantial portion of the proceeds of the reconstruction loan, 1923 (\$74.6 million out of \$285.5 million schillings) has been employed for this purpose.

Though I lay stress on the word "productive," I emphasize at the same time that hitherto, of course, no direct and visible productivity of the work achieved is noticeable. To quote one example: the introduction of electric traction on the railway system has reduced the consumption of coal by one-fifth, but this saving is absorbed by the service for the electrification loan.

As Austria cannot stop half-way on her road towards complete economic reconstruction, the Austrian Government commenced the first preparatory work for the issue of a second development loan in autumn, 1927—namely, over a year before the proceedings of the first loan were exhausted.

With Mr. Justice Rigby Swift as chairman, the other members of the Board of Arbitration appointed by the Ministry of Labour to deal with the cotton wages dispute are Sir Arthur Balfour, Mr. C. T. Cramp, Sir Archibald Ross, and Mr. A. G. Walkden.

A memorial to Dame Elizabeth Tennyson was dedicated and unveiled in St. Paul's Church, Covent Garden, in the presence of relatives and many old associates. A silver easel, containing the ashes of the famous actress, has been placed in a special niche.

AN EXPERIMENT

TWO-VALVE PORTABLE RECEIVER

VISIT TO ISLE OF MAN

A Home writer says:—I have lately been having a good deal of fun with a 2-valve portable receiver. The set is contained in an attractive case 15 in. x 7 in. together with the necessary batteries and telephones. The original idea was to make up a simple portable set capable of giving signals at good telephone strength within 20 miles of a main station and about 50 from 5XX without aerial or earth. I took advantage of the Whitsuntide holiday to visit the Isle of Man and the little set accompanied me. As most of my readers know, the Island is situated midway between Ireland and England, and it was hoped to get some information as to wireless conditions in unfavourable circumstances.

Shortly after arrival I opened the set in my bedroom, and just managed to tune in Manchester, 100 miles away, at very weak strength. Frankly, it was not worth listening to, so I went out and bought 12 feet of insulated wire, tied one end round the bedstead, the other end going to the tap on the hand-basin in the corner of the room. Winding one turn of this little aerial round the outside of the set I was able to get Manchester and 5XX at good strength, and after dark several other stations such as Dublin, Radio-Toulouse, Barcelona and Stuttgart came in with good volume. Radio-Toulouse was the best of foreigners, but Manchester and Dublin gave slightly greater strength.

Previously, in London, I had experimented with a pentode in the last stage and this was sufficient to give loud-speaker signals up to within eight miles of the London transmitter without an aerial or earth. As, however, this arrangement was not that actually in mind when the set was originally designed, the results in the Isle of Man were obtained with an ordinary detector and L.F. valve and 60 volts H.T. I hope to carry out a few more experiments with the frame windings, and if a sufficient number of readers are interested in an economical portable set of this character a detailed description will be given in a forthcoming issue.

In France

As soon as I got back to Town an urgent telegram from a sick friend called me away to the South of France. There was no time to pack a bag or take the little portable with me, but when I did eventually reach Marseilles, I took the opportunity of making myself acquainted with wireless conditions in the country. Practically all the receivers in the shops were super-heterodynes of 6.5 valves, and the ordinary three or four-valve receiver so popular in this country was non-existent. Another point was the total absence of aerials outside the large towns, and it can only be assumed that the majority of French people have not yet been converted to broadcasting, or alternatively, they are using a frame aerial with the super-heterodyne receiver.

I went into one or two wireless shops, and there was no doubt that the sets on sale were beautiful in appearance and more attractive to the eye than those in this country. Very few had ebonite panels, and the fashion seemed to be found in a material resembling pearl giving a white iridescent effect. The controls and fittings were highly nickel-plated, and in nearly every case the cabinet had a large compartment for batteries, etc. H.T. eliminators were very little used, the favourite method of providing high-tension being by means of accumulators. Very few dry batteries were to be seen.

Components

I examined many makes of variable condensers, and, in general, they were extremely well-finished and of high precision. So far as fixed condensers are concerned, the French appear to pin their faith to those of the air dielectric type. L.F. transformers seem to be the favourite method of amplification, and the average price was in the neighbourhood of 10s. (60 francs). A dealer told me that he sold a large number of L.F. transformers priced at 35 francs, so that it will be seen that quality is not the strong point of French receiver design.

Loud Speakers

Moving-Coil speakers were conspicuous by their absence. I only found one dealer who knew anything about them, and even he had not heard one. All the speakers on sale were of the cone type, generally with celluloid diaphragms and a balanced armature movement. These can be had from 18s. upwards. In one shop I noticed a shelf full of "Bluespot" units priced at 12s. (72 francs).

Portable Receiver

The only portable receiver I saw was a long, narrow affair in an aluminium case, and this unconventional shape was designed so that the set could be accommodated in a car. Another similar unit contained batteries, frame, aerial, and loud speaker. Handles were so arranged that the units could be hung

INSURANCE

AMENDED CONDITIONS IN SIAM

FOREIGN COMPANIES

According to the "Bangkok Times," the Act for the control of commercial undertakings affecting the public safety or welfare B.E. 2471 was promulgated and came into force on October 13 last year. But commercial undertakings such as insurance, banking, savings banks, credit, finance, etc., existing in the Kingdom at that date were given a year within which to apply for the necessary authorisation. It has been duly announced that the control of insurance undertakings had been assigned to the Ministry of Commerce and Communications, and the conditions to be complied with by applicants for authorisation to carry on this business have now been published.

Foreign companies applying for authority to do business in Siam have to:—
(1) file with the Registrar, before commencing insurance business, the names and addresses of one or more persons, resident in Siam, authorised to accept on behalf of the company service of process and of any notices required to be served on the company;

(2) give evidence that the company is organised under the insurance law of its country of domicile and that it operates with a paid up capital equivalent to not less than 200,000 Baht;

(3) file a certified copy of its articles of incorporation, memorandum of association and bye-laws;

(4) file a certified copy of the last annual statement of the company exhibiting its condition and affairs at the end of the year preceding the date of application.

[From the above we have omitted two sections, as unimportant. They cover publication in newspapers and the keeping of separate accounts by a company which transacts more than one kind of insurance business.]

The conditions to be complied with by applicants for authorisation to carry on the business of life insurance in Siam include the following:—
The minimum capital should be at least 200,000 Baht, fully paid up.

The amount to be deposited with the Government or with a Siamese Legation is determined as follows:—
(A) A company already doing business in Siam has to keep deposited a sum equal to one-third of the premium received by it on account of its business in Siam during its last financial year, or 50,000 Baht, whichever is the greater.

(B) A company starting business in Siam has to deposit a sum of 50,000 Baht, and thereafter to augment that sum by such amount as may be necessary to make it equal to one-third of the premium received, on account of its business in Siam, during its last financial year.

The forms of deposit and other conditions are practically the same as for the fire insurance companies.

ZION'S CHILDREN

Glorious things of thee are spoken, Zion, city of our God!

He whose word cannot be broken Formed thee for His own abode: On the Rock of Ages founded, What can shake thy sure repose? With Salvation's walls surrounded, Thou may'st smile at all thy foes.

See, the streams of living waters, Springing from eternal love, Well supply thy sons and daughters, And all fear of want remove: Who can faint while such a river Ever flows their thirst to assuage? Grace, which like the Lord the Giver, Never fails from age to age.

Saviour, if of Zion's city I, through grace, a member am, Let the world deride or pry, I will glory in Thy name: Fading is the worldling's pleasure, All his boasted pomp and show; Solid joys and lasting treasure None but Zion's children know. —WAR CRY.

DIRECTOR RETIRES

The numerous friends of Mr. Summers Hunter in Britain and abroad will learn with regret that he has retired from the position of chairman of the North-Eastern Marine Engineering Co. Ltd. Mr. H. R. Murray-Phillips, who has succeeded him, and his eldest son, Mr. Summers Hunter, Junr., is now managing director. Mr. Summers Hunter was always keenly interested in Diesel engines, and his firm was one of the earliest in Britain to take up its manufacture.

underneath the dashboard of the car.

A Demonstration

I was enabled to hear a demonstration of a large 8-valve receiver housed in an enormous cabinet, beautifully made with polished panels and about half the size of an ordinary piano. We heard the local station, which happened to be a relay of L'Ecole Supérieure de P.T.T., and then went over to Juan les Pins on 252 metres and Radio Nord on 247 metres. There was, of course, no difficulty from the selectivity point of view. The owner was extremely proud of his quality. Not to be outdone in politeness, I congratulated him, but, between ourselves, such a noise would not be tolerated in this country.

I came away with the feeling that French receiver design is well behind that of the Old Country. They are definitely superior as regards the external finish and artistic appeal to the eye, but after all it is the inside that matters.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

Entertainments

To-day—Queen's Theatre; "She Goes to War"; "To-day—World Theatre; "Blue Skies" (Continuous performance from 1.15 to 11.15 p.m.); "To-day—Star Theatre; "Girls Gone Wild"; "To-day—Majestic Theatre; "The Emden".

Oct. 21—Nelson Day Concert at Lee Theatre, 9 p.m.

Home Mail

To-day—Inward from Europe via Suez ("Kalyan").

To-morrow—Inward from America and ports ("President Grant").

Meetings

To-day—Meeting of the Hong Kong Lawn Bowls Association (general committee) at "S.C.M. Post" Board Room, 5.15 p.m.

To-morrow—Kowloon Cricket Club meeting, 5.30 p.m.

To-morrow—St. Andrew's Society meeting at City Hall, 5.45 p.m.

Sept. 30—Meeting of the Hong Kong Branch of the English Association at St. John's Cathedral Hall, 5.30 p.m.

Sports

Sept. 28—Volunteers Athletic Meeting, Kowloon C.C. ground, 2.30 p.m.

Sept. 20—St. John Ambulance Brigade aquatic sports, King's College bath, 10 a.m.

Lammerts' Auctions

To-morrow—At Sales Room, Duddell Street, postage stamps, 5.15 p.m.

To-morrow—At Sales Room, Duddell Street, miscellaneous goods, electrical ware and furniture, 11 a.m.

Sept. 30—Valuable household furniture, etc., 4, Carnarvon Building, Kowloon, 11 a.m.

Land Sale

Sept. 30—At the P.W.D. Offices, one lot of Crown land at Shamshui, 3 p.m.

Miscellaneous

To-morrow—In the Great Hall of the University, Lecture on "The Development of Aviation in China," 8.30 p.m.

Oct. 23—Twelfth bi-annual race for Ships' Lifeboats, ("Trevelsa Trophy") starting time, 4 p.m.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAWA

Mons. P. Premet, the French lawyer, has returned to Shanghai, from a trip to North China.

Dr. Frances King has returned to Shanghai and resumed her duties at the Margaret Williamson hospital at West Gate.

Baron J. Guillaume, Councillor to the Belgian Legation in Peking has been appointed Consul-General for Belgium in Hankow.

The engagement is announced of Charlotte Mernetta (Mertie) daughter of Mr. and Mrs. Charles Rich of Shanghai, to Mr. George MacDonald-Goldsack of Dover, Kent.

Mr. Lawrence Binyon, noted British poet and curator of Oriental Art of the British Museum, has reached Japan from Vancouver on board the "Empress of France." He will stay in Tokyo for a few days before proceeding to China, says the "Japan Advertiser."

The Greater Shanghai financial authorities have decided to follow the example of those of Canton by introducing a "feast tax." A notice has been issued by the Bureau of Finance inviting tenders for the collection of the tax for a period of one year. The lowest bid must be for \$5,000 monthly.

With the advent of cooler weather and longer nights, the armed robber clique have been operating more freely in Shanghai, and over the week-end four or five robberies were reported. An injury resulted to a Chinese merchant, when robbers stabbed him on Nanking road, after taking \$200 from him. On Avenue Edward VII armed men fired one shot to frighten off pursuers.

NEW ADVERTISEMENTS.

THE CHINA LIGHT & POWER CO. 1918, LTD.

NOTICE IS HEREBY GIVEN that as from 1st October, 1929, the Company's rates for electricity supplied will be as follows:—

For Lighting . . . 18 Cents per Unit.

For Power . . . 7 Cents per Unit.

SHEWAN, TOMES & CO., General Managers.

Hong Kong, 25th Sept., 1929.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, September 27, 1929,

commencing at 11 a.m., at their Sales Room, Duddell Street.

1 Case Lead Pencils

2 Cases Needles

1 Case Oil Cloth Coats

1 Case Laces

1 Case Collars

1 Case Hardware

1 Case Buckles

1 Case Artificial Silk Cloth

38 Dozen Metal Polish

4 Cases Chamberlains' Colic & Diarrhoea Mixture

4 Cases Pain Balm

42 Samuel Groves Trays

1 Package India Rubber Belting and

A Quantity of Electrical Ware, Miscellaneous Goods and Furniture.

Terms—Cash on Delivery.

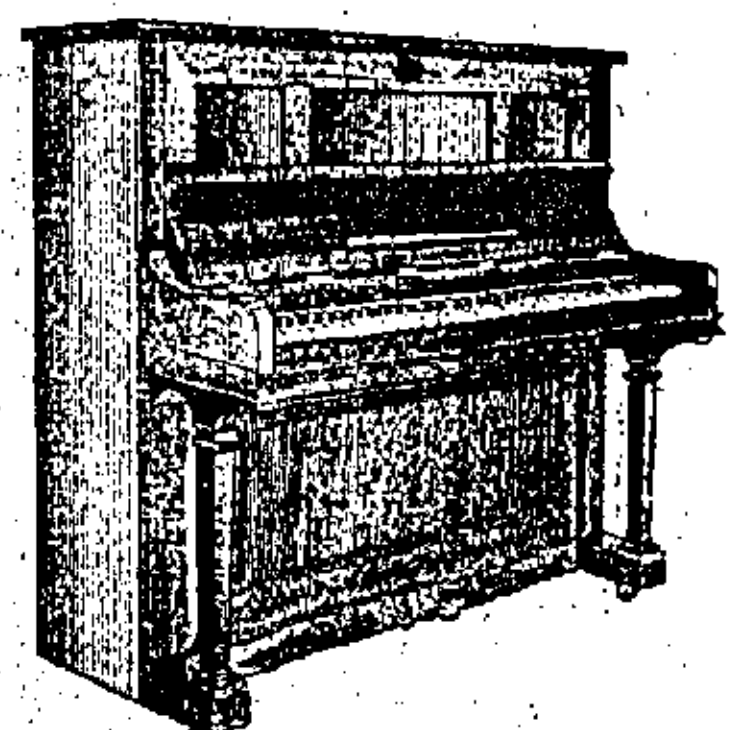
LAMBERT BROS., Auctioneers.

Hong Kong, Sept. 26, 1929.

ANDERSON

PIANOS

A piano is a proud possession.



To Possess a Piano is evidence of Culture

To love Music is a Commendable thing

MUSIC AND SONG CONTRIBUTE TO THE HEALTH AND HAPPINESS OF THE FAMILY.

GIVE US A CALL AND WE WILL ADVISE YOU IN SELECTION.

Anderson Music Co., Ltd.



NEWLY ARRIVED

REAL HABANA CIGARS.

HENRY CLAY:

Panetelas 25's \$9.50 per box
Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon 25's 6.25 " "

LA CORONA:

Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

TABAQUERIA FILIPINA

Asiatic Building, Queen's Road C.

The Whisky of Quality from the oldest distillers in the world

Haig



Consumers are requested to see that every bottle of John Haig Gold Label Whisky is supplied by us bears the foot label thus: "Gibbs, Price & Co., Ltd. Sole Agents for Hong Kong."

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GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street.

Tel. C. 135. HONG KONG.

EXSHAW

No. 1 BRANDY

Is the best—recommended by everyone.

CALDECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinance of Hong Kong.)
Prince's Building, Ice House Street Tel. C75.

KAIPING COAL

FOR ALL PURPOSES.

HOME,
FACTORY
AND
BUNKERS



POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION.
Head Office:—TIENTSIN.

Agents:—DOBBS & CO., LTD., Hong Kong.

ILLUSTRATED!

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A WEEK'S PAPERS IN ONE.

OVERLAND CHINA MAIL

SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given free in the
OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS and all the NEWS.

The Weekly paper that saves you
the trouble of writing Home.

Discussions vitally important to the Colony of Hong Kong both at present and in the near future have taken place among the legislators. The Budget debate is reproduced in full in the "Overland China Mail." Some time or other, you may have occasion to seek it for reference or for some information which has slipped the memory. Make sure that the reports are always available—and in handy form. To do so you need only order the "Overland" and the material will always be at your disposal.

Furthermore, friends in other parts of the world will be sure to appreciate an opportunity to appraise for themselves what is being done here. Folks in the Old Country will study the speeches assiduously "to see how Hong Kong is getting on." Why not oblige by posting them the "Overland"?

There is, in addition, a wealth of news topics in the current issue of the only Hong Kong weekly news budget which carries pictures. Attracted by the picturesque name of "Ironside's," people elsewhere will want to know about this latest Chinese Civil "war." At the same time, the "Overland" also describes the latest dangers undergone by foreigners in China; and there is the full story of the first Japanese merchant vessel forced to Bias Bay as a "prize" of Chinese pirates.

Hong Kong itself has had a busy week. Among items prominent in the list are the new statutes and other legislation in the course of being passed, the close of an eventful Criminal Sessions, etc. Be sure to get the "Overland," either for keeping or for sending away.

In the whirl of a trying Hong Kong summer, letters to relatives and friends to other parts of the world frequently fall to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a moderate cost of HK\$4.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during do it is to drop a hint to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of times the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

READY TO-MORROW

Mail via Suez closes at 10.30 a.m. on Saturday

SINGLE COPY 25 Cts.

INCLUDING SPECIAL COLOURED
PICTURE SUPPLEMENT

Sold on the streets and at the bookstalls, or you can send your subscription to the office—HK\$13 per annum, or \$15 including postage abroad, half-yearly, quarterly, or specific periods pro rata.

No. 1A, WYNDHAM STREET—PHONE C. 22.

"THE OVERLAND CHINA MAIL."

MURDER CHARGE

BOARDING HOUSE GUEST'S THROAT SLASHED

NO MOTIVE FOR CRIME

At the Central Magistracy, yesterday afternoon, Mr. A. W. G. H. Grantham, Second Magistrate, opened the preliminary hearing of a case in which a Fukienese named Hung Ah-mei is charged with murder.

Mr. H. Somerset Fitzroy, Assistant Attorney-General, in outlining the case, said that the accused came to Hong Kong from Singapore on August 25 and went to live in the Yuen Mei boarding house, which is run as a sort of mess for the employees of a firm of forwarding agents of that name, and for travelling traders.

After an early meal on August 27 the accused suddenly made an attack on a man named Wu Tsi-mei, who was standing near the door. Accused slashed Wu's throat with something and then went to his cubicle, where he attempted to cut his own throat. His wound was a superficial one, however.

The alarm was raised by others in the place and the Police came. They picked up a bloodstained razor which they would submit, was the weapon used. Wu, who was already dead, was taken to the mortuary, whilst accused was removed to the Government Civil Hospital where Dr. G. H. Thomas stitched the wound in his throat. After a few days he was transferred to the jail.

Mr. Fitzroy said that he did not know what was the motive for the alleged murder, adding "To me there does not seem to be any motive; and if there is any, the Police have so far been unable to discover it."

The case was adjourned until Wednesday.

OPIUM SMOKING

PRESS VIEWS ON SUPPRESSION IN MALAYA

POPPY CULTIVATION

The "Straits Times" thinks that it is not going too far to say that Malaya is now within measurable distance of the local suppression of opium smoking. The outlook for the reformer has never been better than it is to-day since the three main producing countries, China, India, and Persia, are all taking steps to reduce poppy cultivation. The writer considers that it is unlikely that the League commission will discover anything during their tour of Malaya that is not already well known. The really important part of their report will deal with the situation in China, particularly the stability of the Central Government; the extent to which it commands the co-operation of the provincial authorities in its anti-opium policy; and the measure of reliance which can be placed on any undertaking permanently and completely to suppress poppy cultivation. In Malaya the League delegates will find the remarkable situation of the Chinese population, theoretically at any rate, opposed to the opium traffic, and the British element complacently regarding it as a legitimate source of revenue which fussy busybodies at Geneva unreasonably wish to take away.

In support of this opinion the "Straits Times" points out that nine names of leading Singapore Chinese have been submitted all of whom are strongly opposed to the opium traffic, and that no modern Chinese doctor in Singapore has anything but the strongest condemnation for the results of opium smoking; moreover, it is believed that the high price of opium has driven the coolie to eat the drug instead of smoking it, with very harmful results.

The question remains of the sincerity of the ruling authorities of China and of their ability to translate their ideals into practice. As to that, the thing has been done before. In 1917 poppy cultivation was practically extinct throughout China. And it can be done again.

TRIED TO SELL BOY

Yesterday afternoon a Chinese was charged before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, with enticing a Chinese boy away from his parents, who live at No. 314, Portland Street, Yau-mat. The accused was alleged to have approached the boy outside the house and asked him to carry some fireworks for a contractor. The boy was then taken by the accused to Macao, where the couple stayed two days, during which time accused attempted to sell the boy. Later the boy's parents received information from Macao and they went over. They saw the accused and their son wandering about the streets, and summoned the Police. Accused was taken into custody and brought back to Hong Kong. The case was remanded for a week.

KING'S GIFT

Bangkok, Sept. 14.
His Majesty the King has given many hundred acres of suitable ground near Singora to enable Siamese soldiers who served in France to settle on the land with their families. — Singapore Free Press.

Sir Courtenay Warner, Lord-Lieutenant of Suffolk, will be Walthamstow's Charter Mayor next November.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	1/10 3/4
Bank, wire	1/10 3/4
Bank, on demand	1/10 13/16
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11
Credits, 4 months' sight	1/11 3/4
Documentary 4 months' sight	1/11 1/2
On Paris—	—
On demand	117 1/2
Credits, 4 months' sight	125 1/2
On Berlin—	—
On demand	—
On New York—	—
On demand	46 1/2
Credits, 60 days' sight	47 1/2
Wire	127 1/4
On Bombay—	—
On Calcutta—	—
Wire	127 1/4
On demand	127 1/4
On Singapore—	81 1/4
On demand	—
On Manila—	92 1/2
On demand	—
On Shanghai—	84 1/4
30 days' sight (private paper)	—
On Yokohama—	95 1/2
On demand	—
Gold Leaf, 100 fine (per taol)	—
Sovereigns (Bank's buying rate)	10.15
Silver (per oz.)	23 11/16
Bar Silver in Hong Kong	3% dis.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	25 1/2% dis.
Hong Kong Sub. Coin Par.	—

THE CURIO TRADE

ROMANTIC TEA CLIPPER DAYS RECALLED

CUTLER STREET WAREHOUSE

Reference has been made in "The Times" Trade Supplement to the wonderful display of Oriental carpets in the Cutler Street warehouse of the Port of London Authority. Another feature of the warehouse, says that paper, which would interest many readers is the exhibition of antique curios from the Far East, in which there is an important London market. The trade dates back to about 1859-61, when the captains of the China tea clipper made a practice of bringing from China and elsewhere small articles for disposal.

The term "Cutler Street warehouse" can hardly convey to those who have not visited it an idea of the magnitude of the group of buildings which are comprised in the term. The whole covers a ground area of five acres and has a floor space of nearly 1,000,000 square feet. It lies between Bishopsgate and Houndsditch, and only those who were searching for it, or who came across it by chance, would be aware of its existence, so tucked away is it in the heart of a crowded district in the centre of London. The exterior is austere, although impressive, but its contents are full of romance, and no section of this series of buildings is more romantic than that devoted to Eastern curios.

Chinese Cities
To visualize this particular form of commerce the mind may picture one of the Chinese cities, and notably Peking, Nanking, Changtu, or Shanghai. Here are British and Chinese merchants. The mind needs to travel, for a moment, vast distances into the immense interior and to picture Chinese dealers buying from priests in villages curio which have lain undisturbed in temples, tombs, and other buildings for centuries. Frequently the treasures are dug out of the earth, which represents the only safe that the people possess, and where there is the best chance of the objects escaping the attention of marauding soldiers, from whom many curios are bought. Many of the Chinese secrets of colour and glazing have died with the craftsmen—that is one of the reasons why there is such a demand for period pieces, the workmanship of which defies the passing of the centuries.

Gradually these objects find their way to one of the cities. There they are collected by merchants, and when a sufficient assortment has been gathered they are packed carefully—often in wooden boxes within great wooden cases—and consigned direct to brokers and also to merchant firms abroad, some of the best known of which are in London.

Exhibition Before Auctions
The merchant firms then generally instruct a firm of brokers, there is one important firm specialising in the work—the disposal of the curios. The merchants instruct the Port of London Authority, into whose warehouses at the docks the cases have been discharged from the ships, to remove them to the Cutler Street warehouse, and to display them. On arrival by lorry at this centre of the City they are unpacked and are "lotted" by the representatives of the merchants,

T.T. on London

T.T. on Shanghai

Banks

H.K. Bank

H.K. London Reg.

Chartered Bank

Mercantile A. & B.

Mercantile C.

P. & O. Bank

Bank of East Asia

Insurances

Canton Insurance

Union Insurance

North China Insurance

Yangtze Insurance

China Underwriters

China Fire Insurance

H.K. Fire Insurance

Shipping

Douglases

H.K. Steamboats

H.K. Tugs & Lighters

Indo-Chinas (Pref.)

Indo-Chinas (Def.)

Shell Transports (old)

Shell Transports (new)

Union Waterboats

Mining

Benquets

Kailan Mining Ad.

Langkats (comb.)

Langkats (single)

Shanghai Explorations

Shanghai Loans

Raubs

Trench Mines

Docks, Wharves, Godowns, &c.

H.K. Wharves

H.K. W. Docks

China Providents

Hongkew

New Engineerings

Shanghai Docks

Cotton Mills

Ewo Cottons

Shanghai Cottons (old)

Shanghai Cottons (new)

Zong Sing

Lands, Hotels & Buildings

H.K. & S. Hotels

H.K. Lands

Shanghai Lands

Humphreys' Estates

H.K. Realities

Chinese Estates

H.K. Territorials

Prince's Buildings

Public Utilities

H.K. Tramways

Peak Trams (old)

Peak Trams (new)

Star Ferries

China Lights (comb.)

China Lights (old)

China Lights (new)

China Lights 1928 issue

H.K. Electric (old)

H.K. Electric (new)

Macao Electric

H.K. Telephones

China Buses

Singapore Traction

Singapore Pref.

Sandakan Lts.

Industrials

China Sugars

Malabon Sugars

Canton Ices

Cements (comb.)

Cements (old)

Cements (new)

H.K. Ropes (old)

H.K. Ropes (new)

United Asbestos

Stores, &c.

Dairy Farms

Watsons

Der A. Wings

Lane Crawford

Mackintosh

Sinclair

Wm. Powell

Miscellaneous

H.K. Amusements

H.K. Constructions

B. Ind. G.S. Bonds

H.K. Govt. Loan

Caldbeck Macgregor: Ord.

Caldbeck Macgregor: Pref.

Valuable Curios

These auctions are held eight

times a year and last for from one

to three days. By far the busiest

months of the year, in view of the

Christmas trade and replacement of

stock.

Some of the most valuable of the

old curios, which are essentially

original and distinctive, are

brought from China, while much

modern beautiful work is produced

in Japan. This includes carvings

in elephant ivory, walrus tusks, and

also from the tusks of mammoths

which are found frozen in Siberia

and date back to a prehistoric age.

Besides these valuable pieces there

are cheaper articles which are

manufactured on the lines of mass

production in Japan and are freely

marketed in London. Owners of

shops in seaside towns are large

buyers of these goods.

Method of Payment

To carry the transactions in all

these goods one stage further, we

NOW ON SALE

The New

VICTOR RECORDS

for

SEPTEMBER

Including Verdi's Most Popular Opera

"AIDA"

Complete on 19 Double-Faced Records

With 2 Albums & Libretto

\$62.70 Net.

Ask for a complete List

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WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

FROM SHADOW TO SUNSHINE



A Canadian Girl Student's Happy Experience.

Out of the depths of depression, freed from the dark hand of sickness and restored to the sunshine of radiant health, such has been the joyous lot of innumerable sufferers from anaemia and its kindred ills who have sought for help in the beneficent tonic virtues of Dr. Williams' Pink Pills. One of the latest among these happy people is Miss Mary Venditti, who resides with her family in the little town of Catamont, New Brunswick, Canada.

"Three years ago while attending a convent I studied hard to graduate," said Miss Venditti, when relating the facts of her case recently. "The result was I became very nervous and got so thin and pale my teachers thought they would have to send me home. I took different kinds of medicine which my parents sent me, but my condition remained unchanged. At last one of my teachers gave me a bottle of Dr. Williams' Pink Pills,

and I had hardly finished it when I could feel an improvement in my condition. I continued the use of the pills for some time longer, and I can hardly tell all the good they did me. I gained in strength and weight, and the colour returned to my cheeks, and at the end

Sport Columns

INTER-LEAGUE

ENGLAND'S VICTORY AT LIVERPOOL

MID-WEEK SOCCER GAMES

London, Yesterday.
At Liverpool, in glorious weather to-day, before an attendance of 10,000, the English Football League defeated the Irish Football League by seven goals to two.

Mid-week League matches played to-day resulted as follows (home team mentioned first):—

Division I.
Aston Villa 5 Arsenal 2
Bolton 1 Sheffield 1

Division II.
Derby 1 Burnley 1

Division III. (North)
Notts County 2 Cardiff 1

Division III. (South)
Brentford 2 Bristol Rovers 1
Brighton 1 Clapton Orient 0
Crystal Pal. 1 Newport 0
Watford 0 Plymouth 2

Division III. (North)
Wigan 8 Carlisle 1

Reuter.

Arsenal Still Lead

Although the Arsenal lost their still lead, Derby County, their nearest rivals, were beaten on their own ground, and lost one place on goal average.

In Division II, Notts County jump from eleventh to third position through their narrow victory. Plymouth were the only Club to win on foreign soil in the Southern section, and they join the leaders, also maintaining their "no defeat" record.

One of the lowly Clubs in the Northern section, in Wigan, ran up eight goals, thereby improving from twentieth berth to fourteenth. The league tables to date follow:—

First Division

Team	P.	W.	D.	L.	F.	A.	Pts.
Arsenal	7	5	0	2	19	11	10
Middlesbrough	7	4	1	2	12	9	9
Derby	7	4	1	2	14	9	9
Leeds	7	4	1	2	10	9	9
Walsley	6	4	0	2	12	6	8
Birmingham	6	4	0	2	17	10	8
Grimsby	7	3	2	2	14	13	8
Burnley	7	3	2	2	14	14	8
West Ham	7	3	1	3	18	15	7
Manchester C.	6	3	1	2	14	13	7
Aston Villa	7	3	1	3	15	17	7
Huddersfield	7	3	1	3	12	15	7
Blackburn	6	2	2	3	13	12	6
Newcastle	7	3	0	4	15	21	6
Wolverhampton	6	3	0	3	9	13	6
Liverpool	6	3	0	3	8	13	6
Everton	7	3	0	3	12	12	6
Leicester	6	1	2	3	12	12	4
Sheffield U.	6	1	2	3	13	16	4
Bolton	7	1	1	5	9	14	3
Sunderland	5	1	1	5	6	9	3
Portsmouth	7	0	3	4	14	3	3

Second Division

Team	P.	W.	D.	L.	F.	A.	Pts.
Oldham	6	5	1	0	14	5	11
Reading	7	4	1	2	12	8	9
Notts Cnty.	8	4	1	3	12	10	9
Hull	7	4	1	2	10	9	9
Chelsea	6	4	0	2	16	11	8
Bristol C.	7	3	2	2	15	13	8
Wolves	7	3	2	2	15	13	8
Cardiff	8	3	2	3	11	10	8
Blackpool	6	4	0	2	17	16	8
West Brom.	6	3	1	2	18	11	7
Charlton	6	3	1	2	15	12	7
Stoke	6	2	3	1	12	13	7
Barnford	6	3	1	2	13	14	7
Stamington	7	3	1	3	16	17	7
Tottenham	6	2	2	2	13	11	6
Bury	6	2	1	3	14	15	5
Bradford C.	6	2	1	3	6	11	5
Swansea	7	1	2	4	10	14	4
Barusley	6	1	2	3	12	14	4
Freston N.E.	7	1	1	5	9	15	3
Millwall	7	0	2	5	11	21	2
Notts Forest	6	0	2	4	6	17	2

Division III. (South)

Team	P.	W.	D.	L.	F.	A.	Pts.
Southend	7	6	0	1	18	7	12
Plymouth	7	5	2	0	18	7	12
Coventry	7	5	2	0	15	6	12
Brentford	7	4	2	1	17	8	10
Widhampton	7	5	0	2	10	5	10
Bournemouth	7	4	1	2	19	14	9
Brighton	7	4	1	2	23	9	9
Fulham	7	3	2	2	10	8	8
Walsall	8	3	1	4	15	12	7
Luton	7	2	2	3	11	12	7
Crystal Pal.	8	3	1	4	12	14	7
Queens P.R.	7	2	2	3	8	10	7
Swindon	8	2	2	4	14	17	6
Northwich	7	2	2	3	12	15	6
Clapton O.	7	1	3	3	4	8	5
Newport	7	2	1	4	5	11	5
Bristol R.	7	1	2	4	8	12	4
Watford	7	2	0	5	7	12	4
Exeter	7	1	2	4	5	11	4
Gillingham	7	2	0	5	5	14	4
Torquay	7	1	2	4	7	16	4
Methryn	6	1	2	3	4	12	4

Division III. (North)

Team	P.	W.	D.	L.	F.	A.	Pts.
Grimsby	7	6	0	1	18	7	12
Sheff. Wed.	7	5	2	0	18	7	12
Sheff. U.	7	5	2	0	18	7	12
Sheff. W.	7	5	2	0	18	7	12
Sheff. H.	7	5	2	0	18	7	12
Sheff. T.	7	5	2	0	18	7	12
Sheff. F.	7	5	2	0	18	7	12
Sheff. B.	7	5	2	0	18	7	12
Sheff. R.	7	5	2	0	18	7	12
Sheff. G.	7	5	2	0	18	7	12
Sheff. Y.	7	5	2	0	18	7	12
Sheff. L.	7	5	2	0	18	7	12
Sheff. K.	7	5	2	0	18	7	12
Sheff. J.	7	5	2	0	18	7	12
Sheff. I.	7	5	2	0	18	7	12
Sheff. H.	7	5	2	0	18	7	12
Sheff. G.	7	5	2	0	18	7	12
Sheff. F.	7	5	2	0	18	7	12
Sheff. E.	7	5	2	0	18	7	12
Sheff. D.	7	5	2	0	18	7	12
Sheff. C.	7	5	2	0	18	7	12
Sheff. B.	7	5	2	0	18	7	12
Sheff. A.	7	5	2	0	18	7	12

Division III. (North)

Team	P.	W.	D.	L.	F.	A.	Pts.
Grimsby	7	6	0	1	18	7	12
Sheff. Wed.	7	5	2	0	18	7	12
Sheff. U.	7	5	2	0	18	7	12
Sheff. W.	7	5	2	0	18	7	12
Sheff. H.	7	5	2	0	18	7	12
Sheff. T.	7	5	2	0	18	7	12
Sheff. F.	7	5	2	0	18	7	12
Sheff. E.	7	5	2	0	18	7	12
Sheff. D.	7	5	2	0	18	7	12
Sheff. C.	7	5	2	0	18	7	12
Sheff. B.	7	5	2	0	18	7	12
Sheff. A.	7	5	2	0	18	7	12

Division III. (North)

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Sheff. Wed.	7	5	2	0	18	7	12
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Sheff. H.	7	5	2	0	18	7	12
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Sheff. E.	7	5	2	0	18	7	12
Sheff. D.	7	5	2	0	18	7	12
Sheff. C.	7	5	2	0	18	7	12
Sheff. B.	7	5	2	0	18	7	12
Sheff. A.	7	5	2	0	18	7	12

Division III. (North)

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Grimsby	7	6	0	1	18	7	12
Sheff. Wed.	7	5	2	0	18	7	12
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Sheff. W.	7	5	2	0	18	7	12
Sheff. H.	7	5	2	0	18	7	12
Sheff. T.	7	5	2	0	18	7	12
Sheff. F.	7	5	2	0	18	7	12
Sheff. E.	7	5	2	0	18	7	12
Sheff. D.	7	5	2	0	18	7	12
Sheff. C.	7	5	2	0	18	7	12
Sheff. B.	7	5	2	0	18	7	12
Sheff. A.	7	5	2	0	18	7	12

Division III. (North)

Team	P.	W.	D.	L.	F.	A.	Pts.
Grimsby	7	6	0	1	18	7	12
Sheff. Wed.	7	5	2	0	18	7	12
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Sheff. W.	7	5	2	0	18	7	12
Sheff. H.	7	5	2	0	18	7	12
Sheff. T.	7	5	2	0	18	7	12
Sheff. F.	7	5	2	0	18	7	12
Sheff. E.	7	5	2	0	18	7	12
Sheff. D.	7	5	2	0	18	7	12
Sheff. C.	7	5	2	0	18	7	12
Sheff. B.	7	5	2	0	18	7	12
Sheff. A.	7	5	2	0	18	7	12

Division III. (North)

Team	P.	W.	D.	L.	F.	A.	Pts.
Grimsby	7	6	0	1	18	7	12
Sheff. Wed.	7	5	2	0	18	7	12
Sheff. U.	7	5	2	0	18	7	12
Sheff. W.	7	5	2	0	18	7	12
Sheff. H.	7	5	2	0	18	7	12
Sheff. T.	7	5	2	0	18	7	12
Sheff. F.	7	5	2	0	18	7	12
Sheff. E.	7	5	2	0	18	7	12
Sheff. D.	7	5	2	0	18	7	12
Sheff. C.	7	5	2	0	18	7	12
Sheff. B.	7	5	2	0	18	7	12
Sheff. A.	7	5	2	0	18	7	12

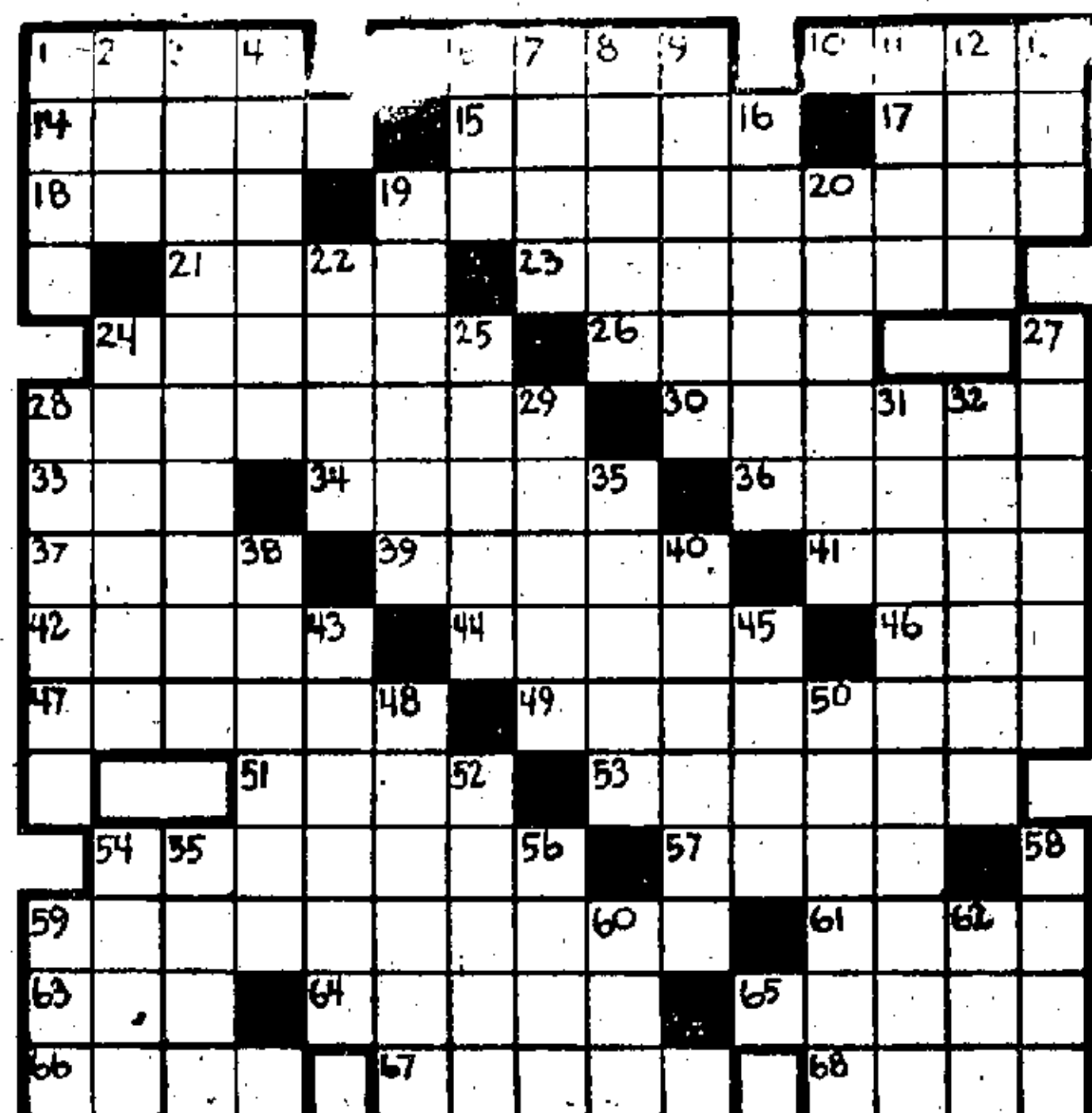
Division III. (North)

Team	P.	W.	D.	L.	F.	A.	Pts.
Grimsby	7	6	0	1	18	7	12
Sheff. Wed.	7	5	2	0			

THE
HONGKONG
PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL:
MAJESTIC HOTEL.
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LIMITED
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, glow, and atcho.)



HORIZONTAL

1-Stump of a tree
5-Breast
9-Desert in Mongolia
14-Eagle
15-Irrigate
17-Alcoholic liquid
18-Homestead wanderer
19-Cargo vessel
21-Suffice
23-Agitated
24-Stinging insect
26-A large lake
28-Tenderness
30-Place of worship
33-Headgear
34-Examine carefully
35-Mohammedan Bible
37-The Old Red
38-Upright
41-Decay
42-Famous fur trader of early America
44-Fluid constituent of blood
46-Golf mound
47-City in Holland
48-Roadster
51-Sneer
53-Course of conduct
54-Shape metal with special block

HORIZONTAL (Cont.)

57-Breach
58-Separate from others
61-Caper
62-Projecting part
64-Cover again with tile
65-Salan
66-Adultery
67-Private or civil wrong
68-Lacerate
VERTICAL
1-Fastens with needle and thread
2-Italian for "between"
3-Eyewitness
4-Prior to
5-Wander from the truth
7-Obligations
8-Cheapest part of society
9-To gird again
11-Type of moulding
12-Feathered creature
13-Officeholders
16-Sharp, shrill outcry
19-Strip
20-Vibration

VERTICAL (Cont.)

22-Tavern
24-Rough and harsh in sound
25-Former rulers of Russia
27-Facilities of perception
28-Takes feloniously
29-Scarf
31-Defensive
32-At a recent time
33-Fragment
38-Drowsy person
40-Members of English royal line
43-University lecturer
45-Measure of distance
46-Lump of metal
50-Burst (fragment)
52-Blessed (Italian)
54-Withered
55-Worthy Grand Master (abbr.)
56-In sight
58-Wrap up
59-Underline
60-Suffix denoting quality
62-Continued violent noise

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

MISSING WOMEN

PARIS POLICE NONPLUSSED

Five thousand Frenchwomen have disappeared unaccountably within two months from Paris.

The information was revealed in a curious way.

The police have been baffled for several days by a mysterious crime. The body of a woman cut up in pieces was discovered on the banks of the Marne.

As there was nothing to show who she was, an attempt is being made to identify her with one of those known to be missing.

The list of possible persons has been narrowed down to 300, and it is hoped to continue the process of elimination to a successful finish.

EXOTIC FRUITS

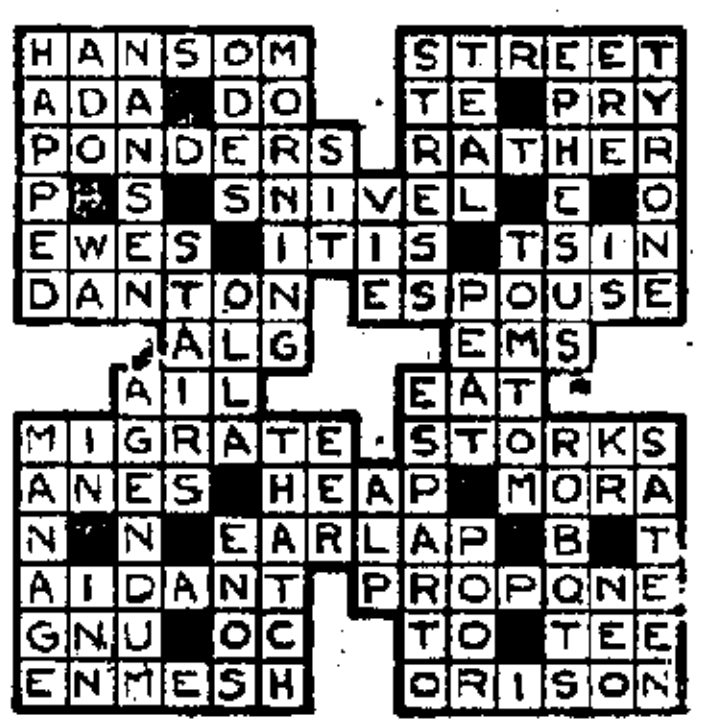
A wide choice of exotic fruits is appearing in London now, and many foreign countries are represented in the greengrocers' shops. Mangoes that look like dull red green potatoes with a dull red flush and have all the sweetness of a peach, represent the West Indies. Baby limes that shared, perchance, the same grove, are piled, old gold, beside scarlet pimentos that remind one of tiny tomatoes with handles.

Here indeed, is a still-life picture the artist would delight to paint.

Chillies gleam like red patent leather—admirable foils to the waxen yellow of the melon, pears from Madeira—and around them are grouped prickly pears, subgines, granadillas, and passion fruit. And, as if to emphasise their precociousness, a basket of wild strawberries from France stands aloof in a corner, its only adornment being a ticket inscribed "21s. per basket."

Compared with the same period last year, British immigrants into Canada during the past three months had increased by 32.5%.

YESTERDAY'S SOLUTION



RUSSIAN BALLET

ARTISTS TO CARRY ON TRADITION

What will be the fate of the famous Russian Ballet now that M. Serge Diaghileff, its life and soul, is dead?

It is not likely to die. The artists who comprise it are now on their holidays in various parts of Europe, but they are arranging a meeting almost immediately in Paris to discuss how they shall carry on the Diaghileff tradition.

Diaghileff produced 120 ballets, and the artists who have performed them for the past 19 years are certain that they can carry on. In any case the tour of England booked for this autumn will take place.

STANDARD TIME

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for Sept. (Standard time of the 120th Meridian, East of Greenwich), are as follows:—

September	a.m.	p.m.
26	6.13	6.16
27	6.14	6.16
28	6.14	6.14
29	6.14	6.13
30	6.14	6.13

TRAGIC RECORDS

PATHOS OF NORFOLK ISLAND GRAVES

HORROR AND HISTORY

No less interesting than the historic tombstones in the Hobart are those in the similarly idyllic garden-cemetery on Norfolk Island, writes Raymond Bremis in the "Sydney Morning Herald." The latter is a fenced-in area of several acres, lying a little way outside Kingston, the township. It is divided into two sections, known as the old and the new. But it is the new which is the garden. It is a bright and cheerful place, where the grass is regularly clipped and the weeds discouraged, and every grave is a bed of blossoms. The labour is all of love. The islanders charge not a penny for the burial of one of their own race. They tend the graves week by week, taking a day off and making a picnic of their devotion, as, indeed, they are very wise in doing, showing they know something of the secret of the old saying about death and death's sting.

Two of the most beautifully kept graves here are those of George H. Nobbs, the leader of the islanders from early Pitcairn days till his death in 1884, and of his wife, Sarah. Nobbs was 85 when he died, after a life of romantic adventure. His wife was a grand-daughter of the Fletcher, Christian, who led the Bounty mutiny.

The "old" is that portion which was used in the penal settlement days of the island's history, and is a very depressing place to the casual eye. The graves are sunken, the headstones dislodged, and the inscriptions almost indecipherable. But to one who has studied the early days, and knows what a wealth of material Norfolk Island supplied the opponents of transportation, and how greatly Marcus Clarke was indebted to its black period for his terrible novel, these same stones, with their gruesome legends, are far from depressing. At least, one reacts less to associations of horror than to those of history.

Several of the inscriptions, particularly on vaults, where lie the remains of prison officials, make one think of that cynical reflection of Spurgeon's, on the load some people will have to lift at the resurrection. But one of the shortest discloses a relationship foreign to everything one gathers from "His Natural Life." It runs:—

"Beneath this stone are deposited the remains of Michael Mansfield, Pte. in H.M. 11th Regiment of Infantry, who died Sept. 5, 1817, from the effects of a fall from a horse. This stone was erected by Wm. H. Thornton, capt. of his company, as a small mark of his regret for a good and promising soldier."

In another, just one word spoils everything, even if the servitude were the happiest possible:—

"William Tandy, late private soldier in H.M. 58th Regt., who, after many years' faithful servitude to Major Amey, of the same corps, commandant, was accidentally drowned whilst bathing in Emily Bay, December 31, 1845, aged 28 years."

And the memory of such a tragedy seemed to cast a cloud over the clear, green waters of the little, sweetly-named bay when one departed there recently.

The following short and dignified legend would, we thought, have been one that might have stirred Gray, had he come across it in the old English graveyard:—

"Thomas Salisbury Wright, native of Frodingham, Yorkshire, who died February 7, 1843, aged 108 years."

To-day it recalls the gasp and the chuckle which resulted from a passage in Cockburn Hood's "A Cruise in H.M.S. Prawn." By no means a forefather of the hamlet; instead, "an irreclaimable old rascal and sinner," says Hood, "who died here whilst undergoing his third sentence of transportation!"

Having soaked oneself in the period by reading "His Natural Life" and "Martin Cash," one found several stones to be of more than casual interest:—

"Sacred to the memory of Stephen Smith, 40, native of Dublin, who was barbarously murdered by a body of prisoners on July 1, 1846, whilst in the execution of his duty at the settlement cookhouse."

The Norfolk Island section of Martin Cash's book gives the whole story of this incident, as it does of the next:—

"Alfred Essex Baldwin, late Chief Constable, who was unfortunately drowned by the upsetting of a boat in crossing the bar, on April 12, 1848, aged 27." The frequency of stones here but for the simple words, "here lies" or "died suddenly," has often puzzled visitors to this weed-grown, old place. The explanation is equally simple, for that was how the fate of many executed convicts was recorded. Here and there lie the remains

ANCIENT PIPES

PART OF ANCIENT JAPANESE SUPPLY SYSTEM

OLDEST AQUEDUCT

Wooden water pipes of 340 years old are reported to have been discovered buried under the street crossing of Sudacho and Ogawamachi, Kanda, states the "Japan Advertiser." These pipes were parts of the system laid down by Iyeyasu Tokugawa, the first Shogun of the Tokugawa dynasty, in the 18th year of Tensho Era, about 340 years ago, in order to conduct drinking water to that part of Yedo.

While the municipal employees of the water supply bureau were excavating a street about the Sudacho crossing, they came across some hard substances about 8 feet below the surface of the ground. A careful examination proved that they had uncovered a part of that famous wooden water pipe which history narrates was laid down by Iyeyasu's order. The materials used for the pipes are all of Japanese cypress, and they are all of rectangular shape. The larger of them measured 18 feet in length and 1.7 feet in height, while one of the ends of the pipes was made gradually smaller so that it fitted into the larger opening of the next pipe.

The purpose of laying down this water system by Iyeyasu was to lead fresh water from the place called Inokami in the suburbs of Tokyo to supply the downtown districts in Kanda, Kyobashi and Nihombashi wards. This system was called Kanda Josui, or the Kanda drinking water supply, and it is said to have been the first and the oldest aqueduct system established in Japan.

The total length of this old aqueduct was approximately 40 miles. The main part was constructed of stone-made pipes. The wooden pipes are thought to have formed a branch aqueduct to the main system.

DANCING IN DAY CLOTHES

Certain London restaurants and dance clubs are now making some concession to what used to be known as the dead months by allowing their patrons to dance in day clothes.

It is emphatically pointed out, on slips of cardboard placed about the tables, that such laxity is only temporary. In the one case men are requested to refrain from dancing when their garments include such emblems of unconventionality as grey flannel trousers or knickerbockers.

The distinction seems a little unnecessary. The mixture of evening dress and tweed suits on a dance floor is calculated to offend the aesthetic as well as the social susceptibilities of the discerning visitor, and when once that mixture is allowed the finer distinctions are ridiculous.

Some establishments, anxious for exclusive patronage, close altogether during the period when this is not likely to be forthcoming. Others will probably realise that their reputation, imperilled by the momentary introduction of informal dress, is as delicate as a bunch of hothouse grapes. Touch it, and the bloom has gone.

DOG MURDERER

The theory was advanced at an inquest in Liverpool, that a whippet dog which slept in a bed-room had made a pounce to catch a mouse and knocked on the gas tap of a stove in the grate.

Mrs. Mabel Evelyn McCain, 43, wife of a sugar refinery labourer, was found unconscious in the bed in the room, and died from coal-gas poisoning at the Walton Institution, where she was removed. The dog was lying unconscious at the foot of the bed.

The coroner recorded a verdict of death from coal-gas poisoning, there being insufficient evidence to show how the gas tap came to be turned on.

A son said that his mother had never threatened to harm herself and was of a happy disposition. The dog often caught mice in the bed-room. The tap of the gas fire was very loose, and he thought it must have been turned on by the dog, as there is a mousehole close to it.

of whalers from America, who had either deserted sea-life for a veritable Eden, or been put ashore sick, not having recovered in time to rejoin their ships. Very common is the type of epitaph quoted by "K.L.B." in the article on the Hobart stones—Margaret Dowling and the Elizabeth North. They, indeed, are multiplied wherever old people lie. But Norfolk's graveyard and the inscriptions there will remain unique. Side by side with those who participated in a black and regrettable phase of our history lie those of a race of mixed blood whose exploits form one of the legends of the South Seas.

TEMPLE OF MUSIC

GRANDIOSE SCHEME FOR PARIS

AMERICAN'S OFFER

Two rich Americans, Mr. and Mrs. Arthur Moulton, have offered to provide between \$2,000,000 and \$3,000,000 for the foundation of an international temple of music near Paris. Mr. Moulton interviewed, said that the idea was to erect a building where the best musical works, both classical and modern, can be performed in their original text during the summer.

The building will be erected in one of the suburbs easily accessible to Paris, on a picturesque site, removed from all noise and movement. It is emphasised that the enterprise will be in no way meant to compete with the Opera; on the contrary, it would serve as a kind of complement to the opera and allow Paris to enjoy music during the summer season.

There will be a school of music, studios, restaurant and lodging places—in fact, a small musical town. Several new ideas will be embraced in a specially constructed auditorium, which will be capable of being turned to face different scenes. The rest of the building will include foyer, library, and reception-room, and a restaurant on the roof opening on a large roof garden. In conclusion, Mr. Moulton said the ensemble will bring immediate and considerable progress in the development of the musical arts in the world.

MYSTERIOUS CRIME

A case concerning the exhumation of three bodies at Croydon, near London, in connection with arsenical poisoning, is completely baffling the police.

Since the verdict in the last of the three inquests every chemist in and around Croydon has been visited, and the poison registers examined, but these inquiries have proved fruitless. The police are admittedly faced with one of the greatest crime mysteries of the century, and for the present they have come to a dead end.

It is considered that only some fortuitous circumstance can afford Scotland Yard any new line of inquiry.

The coroner has been waiting to get away on his annual holiday, but, instead, the police have to guard his house, since both he and his wife have been receiving threatening letters.

WATER RETURN

Level and Storage of water in Reservoirs on September 1, 1929.—CITY AND HILL DISTRICT WATER WORKS.

	1928	1929
Tytam	21' 6" B	L
Tytam Byewash ..	15' 8" B	L
Tytam Intermediate ..	15' 8" B	L
Tytam Tuk	6' 0" B	12' 7" B
Wong Nei Chung ..	10' 5" B	4' 1" B
Pokfulum	14' 0" B	1' 9" B
[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow"]		
Storage in million and decimals of gallons		
	1928	1929
Tytam	227.15	384.80
Tytam Byewash ..	5.26	22.37
Tytam Intermediate ..	195.80	195.50
Tytam Tuk	1,273.00	1,128.75
Wong Nei Chung ..	12.62	25.19
Pokfulum	36.00	62.14
Total	1,749.93	1,619.15

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of August.

	1928	1929
Consumption	336.52	183.65*
Estimated population ..	324,820	435,140
Consumption per head per day ..	24.3	14.0
* Includes 60 M.G. from Taikee Dam.		

Full supply in all Rider Main Districts during August 1928, with the exception of the districts West of Garden Road, where an intermittent supply was given from 1st to 8th August, 1928.

From 1st to 7th inclusive there was a supply of street fountains only, from 6 a.m.—6 p.m.

From 8th to 15th inclusive an intermittent supply of 2 hours daily in all Rider Main Districts was operated. Principal Mains closed 7 p.m.—6 a.m.

From 16th to 31st inclusive a 12 hours' supply (6 a.m.—6 p.m.) was given to all Rider Main Districts. Principal Mains closed 6 p.m.—3 a.m.

KOWLOON WATER WORKS

	1928	1929
Kowloon Reservoir ..	336.15	352.50
Shek Lai Pui Reservoir ..	116.10	78.44
Reception Reservoir ..	82.98	33.15
Storage in million and decimals of gallons		
	1928	1929
Kowloon Reservoir ..	336.15	352.50
Shek Lai Pui Reservoir ..	116.10	78.44
Reception Reservoir ..	82.98	33.15
Total	485.18	484.09

Consumption of water in Kowloon in millions and decimals of gallons during the month of August.

Consumption

Estimated population ..

Consumption per head per day ..

Full supply in all districts during August 1928 and 1929.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to August 31, 1928, 65.97; 1929, 57.10.

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BUT CAN YOU BLAME HER?

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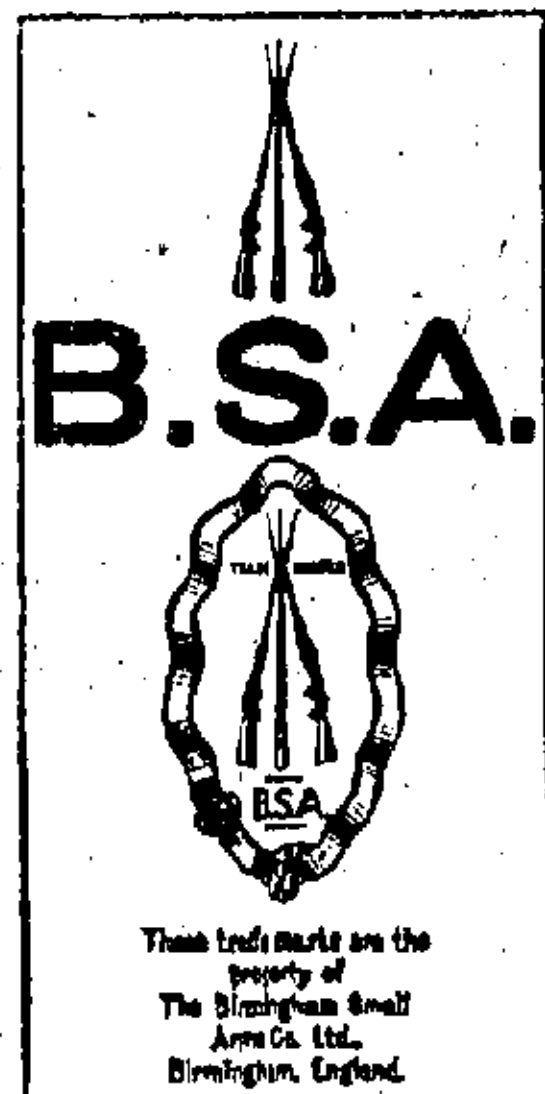
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THE MOTORISTS' PAGE



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SAFETY
ECONOMY
RELIABILITY

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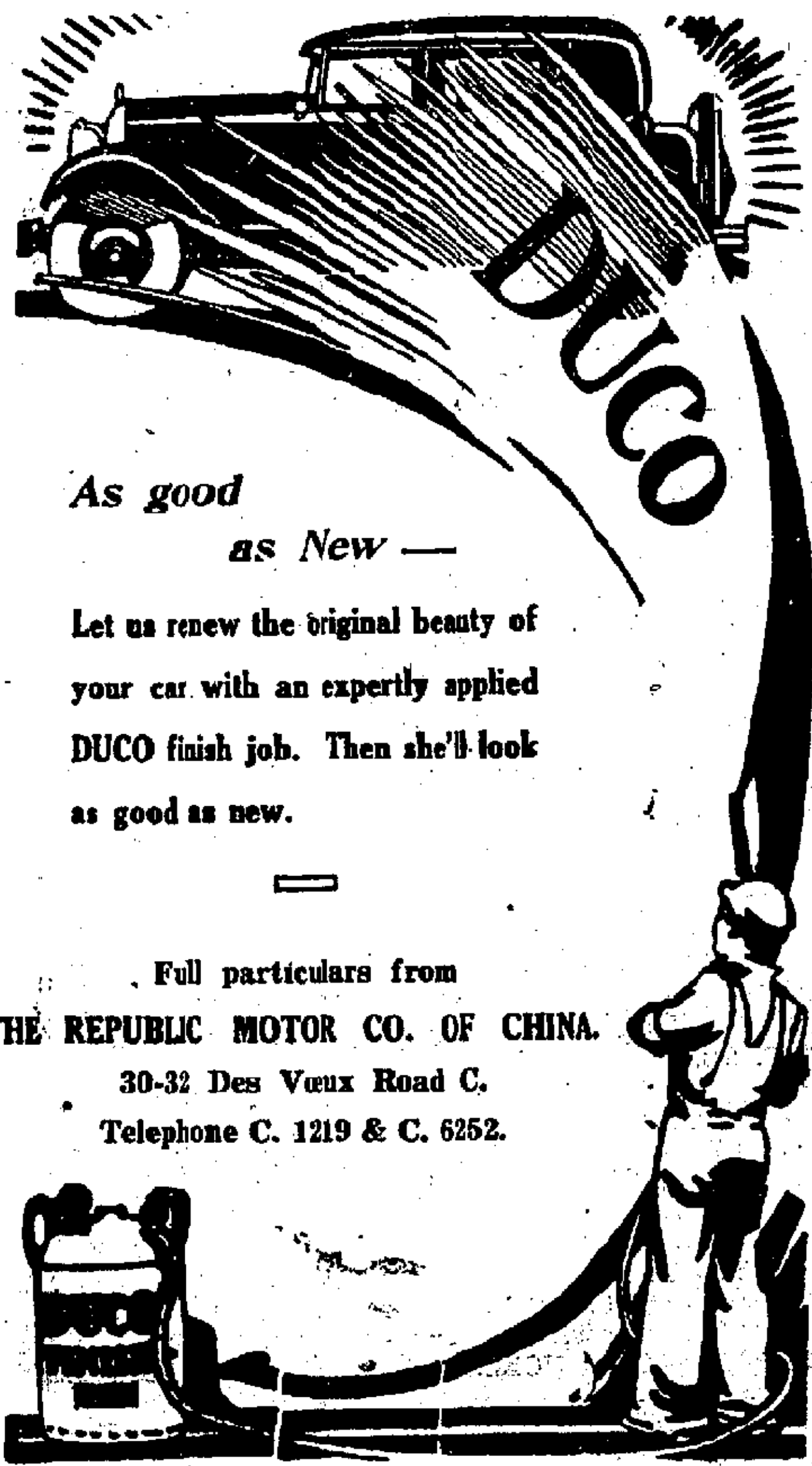
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IN IT

Through the medium of an efficient automobile engine a single drop of gasoline will roll an automobile weighing nearly a ton and a half over more than a foot of highway.

This example of the marvellous power developed in the modern automobile was figured out by Werner Fetz, research engineer, after completing a 3,000-mile trip in his Oldsmobile Six landau.

For the first 1,000 miles of the trip Mr. Fetz and a companion alternated at the wheel, each driving 100 miles at a time, and made stops only for gasoline and one meal. The remainder of the trip was made by Mr. Fetz alone but it showed equally outstanding car performance.

At the conclusion of the trip Mr. Fetz's engineering mind was intrigued by the performance of to-day's automobiles and he figured to the drop of gasoline how much power was developed.

"Car owners talk a good deal about the mileage their cars make per gallon of gasoline," said Mr. Fetz. "I doubt, however, that the majority of them realise what their statements involve. We may discuss the billions of dollars spent during the war, or the hundreds of light years a star is away from us, but since we cannot visualise such figures they have absolutely no meaning."

"It is the same with gasoline mileage. Take, for example, a car which averages 17.8 miles per gallon and see what this consumption of gasoline actually means after we have reduced these figures so that we can grasp them more easily."

"Seventeen and eight-tenths miles represents 93,984 feet, and one gallon of gasoline contains 68,602 drops. Consequently it requires 0.73 drops of gasoline to move the automobile one foot."

"Thus we have figures we can grasp, understand and visualise. This powerful six-cylinder Oldsmobile required a scant three-quarter drop of gasoline to move it one foot along the road. To comprehend the full significance of this fact look at the size and weight of the car and the engine, the three-quarter drop of gasoline and one foot of the road. One cannot help but be amazed at such marvellous machine performance utilising the energy stored up in such a tiny speck of gasoline."

"Literally millions of us are driving automobiles every day, yet there are few drivers who know little or anything of the mechanical, electrical or chemical actions which take place in producing the desired result of locomotion. The modern automobile is truly a phenomenon."

Commenting upon other performance features of this Oldsmobile, Mr. Fetz said:

"The handling of the car is easy and does not require any unnecessary effort. The driver's energy is conserved and with it comes a sense of security which is vital on long distant trips."

"Drivers who have experienced a flat front tyre while going at high speed know the usual steering difficulties. During our trip the right front tyre went down. Although the car was going fast over a hard but rough road there was no noticeable change in the ease of steering. And in spite of this almost stubborn steering steadiness the car obeys instantly to the slightest turn of the steering wheel. This is particularly helpful in city traffic."

GASOLINE COSTS

OWNERS REPORT UNUSUAL ECONOMIES

More scientific engineering of motor and carburettor has made possible for thousands of owners sensational saving of gasoline and other economies in the operation of the Superior Whippet fours and sixes, according to reports received by Willys-Overland dealers.

It has been found for example, that the increase of the compression ratio in the motor has succeeded not only in neutralising the added weight of the car and the increased tyre dimensions, but has a marked effect on gasoline economy. Owners who actually have attempted to accurately check their gasoline consumption with the six cylinder models found that they were able to obtain economies in excess of 20 miles to the gallon of gasoline. In fact, the average economy of a 4,000 mile trip, mountains, detours and rough roads, was in excess of 18 miles to the gallon, carrying in this case a full five-passenger load. Gasoline mileage obtained with the four cylindered models was, of course, even more phenomenal.

The carburettor in both the fours and sixes also has been completely redesigned to suit the higher compression of the motor. The economy results shown by the Whippets are all the more significant when coupled with a higher top speed and greater pick-up and other activity in traffic. In tests conducted by company engineers with a standard four sedan carrying five passengers up Cove Mountain, the speed of the car was reduced to between 10 and 11 miles an hour at the steepest point of the grade and yet under these circumstances the engine fired as evenly as it would at 20 miles per hour and there was no evidence of roading or flatness as the engine speed increased due to the reduction in the grade.

TYRE WEAR

NOTES BY RESEARCH
EXPERT

Interesting data about tyre wear and its causes is provided by Mr. L. J. Lambourn, M.Sc., A.Inst.P., A.I.R.I. (Se.), of the Fort Dunlop Research Laboratory.

There is considerable difficulty in obtaining definite data about tyre wear if the research is confined to tyre service on the road. In comparing one tyre with another, speed, the type of driving, the type of car, the kind of road surface, the weather, the air temperature, all vary so much that it is not easy to get accurate results.

In order to wipe out all these variables, a special machine has been developed and patented in which conditions representative of rough roads, wet roads, roads covered with dust, quick acceleration, wheel spin, high temperature, can all be reproduced and controlled.

The relation between abrasion, or wear of tyres, and slip, which, of course, is always taking place when tyres are running, can be quite accurately determined.

Approximately, the rate of wear increases not in direct ratio to the slip, but rather as the square of it up to values of about 6 per cent. Above that value, the relation is approximately linear.

As showing the accuracy with which the machine and road results can be compared, samples of the actual treads of tyres were made into test wheels while the real tyres were run under average conditions and the rate of wear of the tyre on the road on the machine was compared.

The value of a hundred being taken to represent the standard tread compound, the following results were obtained:

On the road	on machine
100	100
130	139
142	150
225	200
93	95
117	117
92	92

Other tests, on the road, showed that one tyre on a car ran 8,400 miles during December to March while another, used during April, May and

June, ran only 6,000 miles. Another test, in which two exactly similar tyres were run at the same period on the rear wheels of two cars of the same type, showed that the rate of wear on the one run on rough roads was twice that of the other, run on tarmac.

Two tyres were again run on the rear wheels of a touring car and a sports car respectively. The tyre on the touring car ran for 5,000 miles under average conditions, but the other tyre was worn to this same extent after running only 335 miles at an average of 90 m.p.h. on a racing track.

Considering fast touring speed, the rate of tread wear on tyres which average 50 m.p.h. was found to be about 0.17 m.m. per 1,000 miles and this is about twice the rate of wear of tyres run at an average speed of 30 m.p.h. Above 65 m.p.h. the increase in wear is very rapid.

Excessive toe-in has a very bad effect and it has been found that a toe-in of $\frac{1}{4}$ of an inch should not be exceeded, otherwise the tyre will not last its full life. A tyre run with a toe-in of $\frac{1}{2}$ inch was nearly worn out after 3,700 miles. Another with toe-in of $\frac{1}{18}$ inch had run 9,000 miles and is not yet nearly worn out.

Tests made for wheel slip with a motor cycle combination showed that on a cross country run at normal speeds there was a total slip of only 1½ per cent., but on a rough road a short run at 62 m.p.h. gave a slip of 4½ per cent. By fiercely engaging the clutch for rapid acceleration a slip of 16 per cent. was obtained. In a similar "get-away," measuring the slip on the first 35 yards only, it amounted to the very high figure of 48 per cent. If the slip be doubled, four times the amount of tread rubber will be worn away.

It is of interest to note how the wear of tyre varies according to the season of the year, partly due to the temperature and partly due to the wetness or dryness. For instance, the rate of wear of a large quantity of tyres in July of three successive years was 9,110 m/m per thousand miles, while in January of the corresponding years, it was only 6,110 m/m per thousand miles.

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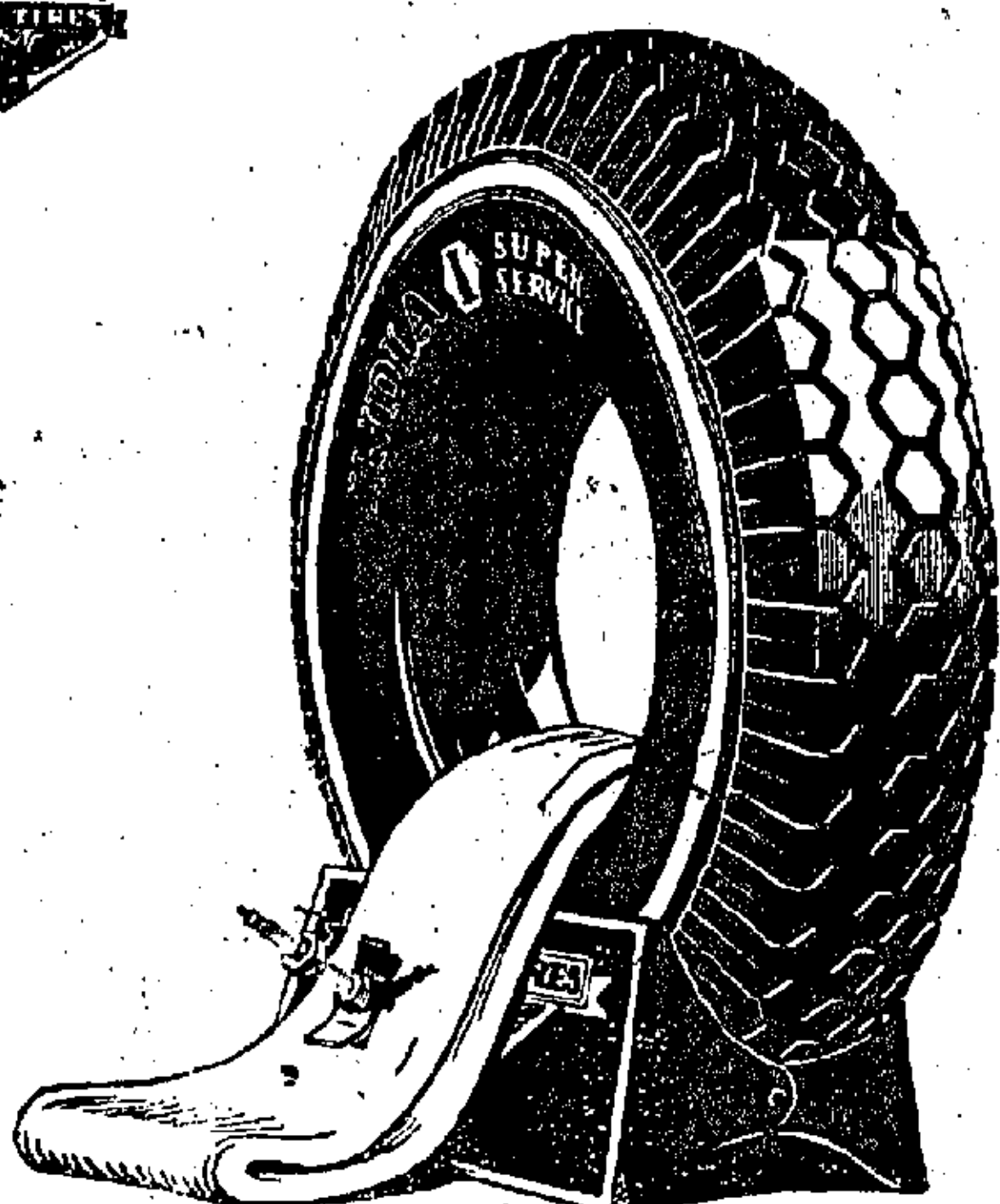
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PRESIDENT EIGHT

ONE-FOURTH OF WORLD RECORDS

INTERESTING DATA

Studebaker's famous President Eight today holds one-fourth of all official world records, in addition to holding more international and world records combined than any other make of stock automobile, according to Mr. H. S. Welch, President of the Studebaker Pierce-Arrow Export Corporation.

"Proof of this statement may be found in the tabulation of official records in the April 15 issue of Revue Internationale de l'Automobile, official organ of the International Automobile Association of Recognized Automobile Clubs (Paris), by which authority all official world and international records must be confirmed," he said.

"Since this issue of the publication, two new world records have supplanted the old ones, but these in no way affect the status of the President. The new records are those established by Major H. O. D. Segrave when he drove his 'Golden Arrow' to new kilometre and mile records at Daytona Beach.

"The listing of official records reveals much interesting data. When a fully-equipped, officially certified stock President Roadster flashed 30,000 miles in 26,326 consecutive minutes at an average speed of 68.37 miles per hour for the entire distance of the Atlantic City Speedway last year, it established the greatest mark for endurance and speed in all automobile history.

"Four Presidents shared in this outstanding feat. Each covered the 30,000 miles in less than that number of minutes. The President's feat, quoted in the report of the I.A.R.A.C., was the greatest record 'for any class of car for all time.'

"Only three other standard makes of automobiles have a share in the world records, the report shows. Facts concerning them reflect additional credit on the President.

"One of the three is a Panhard, a French make. Panhard is credited with holding the 50-mile world record. The car which established this mark, it is reported, was specially rebuilt for the purpose, light moving parts being fitted, special carburetor and other important features.

"The Bentley car, holding the 200 kilometre and 200 mile records, was a standard chassis, the current list price of which in England, where it is manufactured, is almost three times that of the President Roadster. The body is extra. The AC car, also of English make, with which Mr. and Mrs. Bruce hold the 4,000 mile, 5,000 mile, 10,000 kilometre, and 15,000 kilometre records, was a standard chassis, listing at approximately the same price as the President Roadster complete with body. This car was fitted with a special streamline body, however, when it captured its records.

"All remaining world records have been set by specially built racing cars, some costing tremendous sums and built especially to maintain excessive speeds over comparatively short distances.

"All these significant facts when taken into account, make the President's feat a really memorable one, especially when it is remembered that the cars which won the record were strictly stock models, exactly like those sold by Studebaker dealers all over the world," he concluded.

"Studebaker is justly proud of the world beating achievement of its President, for by this feat, Studebaker won 11 world, 23 international and 115 official American stock car records. Its world records are as follows:—10,000 miles at 68.61 m.p.h.; 15,000 miles at 68.59 m.p.h.; 20,000 miles at 68.54 m.p.h.; 25,000 miles at 68.47 m.p.h.; 30,000 miles at 68.37 m.p.h.; 30,000 kilometres at 110.412 k.p.h.; 35,000 kilometres at 104.424 k.p.h.; 30,000 kilometres at 110.399 k.p.h.; 35,000 kilometres at 110.425 k.p.h.; 40,000 kilometres at 100.189 k.p.h.; 40,000 kilometres at 100.180 k.p.h.; and 45,000 kilometres at 109.894 k.p.h."

TRAFFIC CONTROL

REPORT OF THE ROYAL COMMISSION

The Royal Commission on Transport appointed just a year ago has now issued its first report. This deals almost exclusively with questions of safety; that of the co-ordination of traffic will form the subject of further inquiry. The statistical tables appended to the report show that the accident list for the past eight years increased very much, the number of motor vehicles licensed. In 1921 there were 873,700 motor vehicles on our roads, and there were 82,621 accidents. In 1928, the former figure was 2,038,000, whilst the accidents due to motor vehicles rose to 147,582. In the period covered, therefore, the increase in both figures has been about 135 per cent. Road accidents due to other causes and predominantly to pedal cycles brought up to the total for 1928 to 170,978, of which 6,138 were fatal. The data collected for the Commission show that few of the accidents were attributable to high speed, thus confirming the conclusion reached by the London Traffic Advisory Committee, which reported that in 51 per cent. of the fatal accidents the speed was under 10 miles an hour. It is not, however, clear whether by this figure is meant the speed at the actual moment of impact, which in most cases may be notably less than it was some instants beforehand. Moreover, many of these estimates of speed are made by interested parties. Data collected with the assistance of coroners by the Safety First Association show that the driver was held to blame in less than 40 per cent. of the fatal accidents, whilst 43 per cent. are attributed to pedestrians and cyclists. Defects in the vehicles, for which the driver was not necessarily responsible, account for 7 per cent. of the total, whilst 6 per cent. were due to defects

GREAT SAVINGS

WHY THE FORD CAR IS CHEAP

Enormous savings are made at the plants of the Ford Motor Company of materials that without careful management might go largely to waste.

The sale of scrap of all kinds netted the company \$3,574,877.60 during 1928. That figure represents only the scrap that was sold; vast quantities in addition were salvaged and converted back into use by the company. This kind of saving, it is pointed out, is one of the important reasons why the Ford automobiles may be sold at its low price.

Next to the sale of coke, the largest single item in revenue-producing by-products is scrap metal. Daily, an average of twenty-eight freight cars pull out of the plants loaded with metal shavings and trimmings—about 300 tons a day.

Of that vast volume, fifteen car loads, or about 500 tons, represent trimmings from machine shops. Ten cars, or more than 300 tons, are filled with trimmings from sheet metal stampings. And three cars, or 125 tons, are loaded with drop forge flashings obtained from the manufacture of such parts as the camshaft.

The 500 tons of trimmings from the machine shops are sold to outside mills for conversion into new steel. The rest of the metal scrap is of the type worked entirely in open hearth furnaces and a considerable volume of such waste never leaves the Ford plant, being converted to further uses in its own open hearth furnaces.

Some most unusual items find their way into the revenue-producing scrap heap. There is a carload of blotting paper each week, which has served in the Triplex shatter-proof glass department in the glass plant as a cushion for the glass, but has lost none of its value as blotting paper.

Silver is recovered from the salts used in the photographic department; diamonds are salvaged from the hard cutting tools. And not the least are the left-overs from the wool upholstery cloth department in the Lincoln plant. This waste is sold to an optical firm to be made into polishers for eye-glasses.

7,000 TOURISTS

TAKING THEIR CARS TO EUROPE

It is estimated that more than \$50,000,000 will be spent in European countries this year by at least 7,000 American automobile tourists who will take their cars abroad to travel. The Foreign Travel division of the American Automobile Association further states that those who take their cars abroad will comprise but a small portion of the American tourists who will tour Europe in automobiles. To meet this influx of guests and afford them every convenience, overseas customs authorities are making every attempt to simplify customs and regulations. Steamship companies have made special arrangements for the accommodation of automobiles. Several new ships will be placed in operation this year, which have been designed to carry a maximum number of automobiles. As American driving licences are not accepted in all the countries of Europe, an international travelling pass which is a general licence for car and driver is issued. This document is available in most European countries for twelve months from date of issue.

CYCLING

NEW ONE HOUR UNPAVED RECORD

A. Glass (Upper Holloway C.C.) lowered the one mile unpaved British amateur (standing start) tricycling record at Herne Hill, London. Glass covered 22 miles 1,385 yards, against a previous record, held by A. Houghton (Belle Vue C.C.), of 21 miles 1,004 yards.

in the road in which are included many accidents due to tramlines.

During the inquiry, a somewhat absurd attempt was made by certain witnesses to convince the Commission that the roads were safer than the railways, notwithstanding that even the abnormal record of last year shows that but 72 passengers were killed and 78 injured during the twelve months.

The evidence taken as to the advisability of speed limits was conflicting. The Royal Automobile Club, the Royal Scottish Automobile Club, and the Society of Motor Manufacturers and Traders all advocated the abolition of any limit for motor-cars and motor cycles. This view was supported by many of the county chiefs of police, by the secretary of the National Safety First Association and by the Cyclist Touring Club. On the other hand, the Commissioner of Police for the Metropolitan District favoured a general speed limit of 35 m.p.h., as did a majority of the city and borough chief constables. On the Continent there are, save in special cases, no speed limits in Belgium, France, Germany, Holland, Italy and Spain, whilst a limit of 25 m.p.h. is prescribed in Austria, Denmark and Norway, and one of 25 m.p.h. in Switzerland. In America, most of the States fix limits of 30 m.p.h. to 40 m.p.h.; but, we have seen, these laws are for the most part as dead as the existing legal 20 mile limit in Britain. The proposal to fix mechanical devices to control speed is pronounced to be not merely useless, but likely to prove actually dangerous, since it might make impossible the acceleration necessary at critical moments. Whilst advocating the abolition of any speed limit, the witnesses representing the owners and builders of motor-cars urged the view that the laws for dangerous driving should be strengthened.

USEFUL HINTS

CYCLE REFLECTORS AND HYDRAULIC JACKS

RELATIVITY

I notice (writes Professor A. M. Low in the English "Motor") that a writer inquires in another journal as to the reason why no one has bothered to make cycle reflectors on the principle of the cat's eye, which seems to take care of our front wheels by its skill at self-discovery. The cat's eye is indeed very similarly constructed to the red reflector, although not as an example of the type of total reflection which we see when looking at the underside of a glass of water. The human eye has not the shape of lens which produces this particular degree of reflection of light falling upon it, but it is an extraordinary collection of physiological peculiarities and bad optics. Even the lenses with which it is fitted are seldom accurate, and their faults are corrected by our minds or by the connecting links to the eye.

I suppose most people appreciate that dimly illuminated objects can be seen best in a room that is almost dark by observing them indirectly. Look straight at the clock in a dim light and you will find that the blind spot where the nerves join the eye prevents clear vision. I think this fault is often used in spiritualistic seances, where a dull red light appears to illuminate objects in the room and thereby gives a false impression of the amount of light really permitted. The hand can seldom be seen when moved in front of one's nose, although self-luminous points can be seen when observed indirectly by the unfortunate sitters.

The extraordinary connection which seems to exist between visible rays and the temperamental feelings of an observer who looks at different colours, or who is submitted to sunlight after a seat in a dark room, often causes me to wonder as to the ultimate discovery which must one day be made to tell us how wireless affects our health. I am not referring to the weather or to the programmes. We all know already what happens in these cases!

Inventions such as these are probably held back by Fate until the time arrives when letters and meals arrive in tubes from communal kitchens, when sleep is artificially administered with a splash of health and education, and when the hero of the hour is the first man who flew non-stop round the world.

Hydraulic Jacks

I saw in the paper some time ago—I therefore know it to be true—that the great monolith at Stonehenge had been raised to its vertical position by means of a hydraulic jack. It is interesting to find how pressure is distributed over water and how loads can be multiplied by a means which is now familiar to us through the medium of the oil-operated brake.

Is it not wonderful to observe an aeroplane flying over Stonehenge and to think that the people who erected those stones, probably had little other thought beyond hunger, fear and sex? The aeroplane represents centuries of development from its rubber-shod wheels, the aluminium and the magnesium, which owes its being originally to a man who discovered that certain metals placed in acids caused a frog's legs to jump electrically when the muscles were connected to the plates of that early battery.

The Theory of Relativity Relativity is a subject which seems to infuriate everybody. We hate being told we are never happy until we have been miserable, and we will not adopt a man-in-the-moon attitude, or, as Sir Sifton Brander always says, "take the view of Venus, because it is far more pleasant than that of Mars or the Moon." One can juggle with time conveniently by means of a synchronous cinematograph, as I was reminded when sitting—not in the back row—at a film demonstration. When I had seen the hero clutch the heroine from a car travelling at 90 m.p.h., and conversing with her while the wheels of the car, the blinking of my eyelids and, later, the twist of an aeroplane propeller were all comparable with the speed with which the pictures were being exposed.

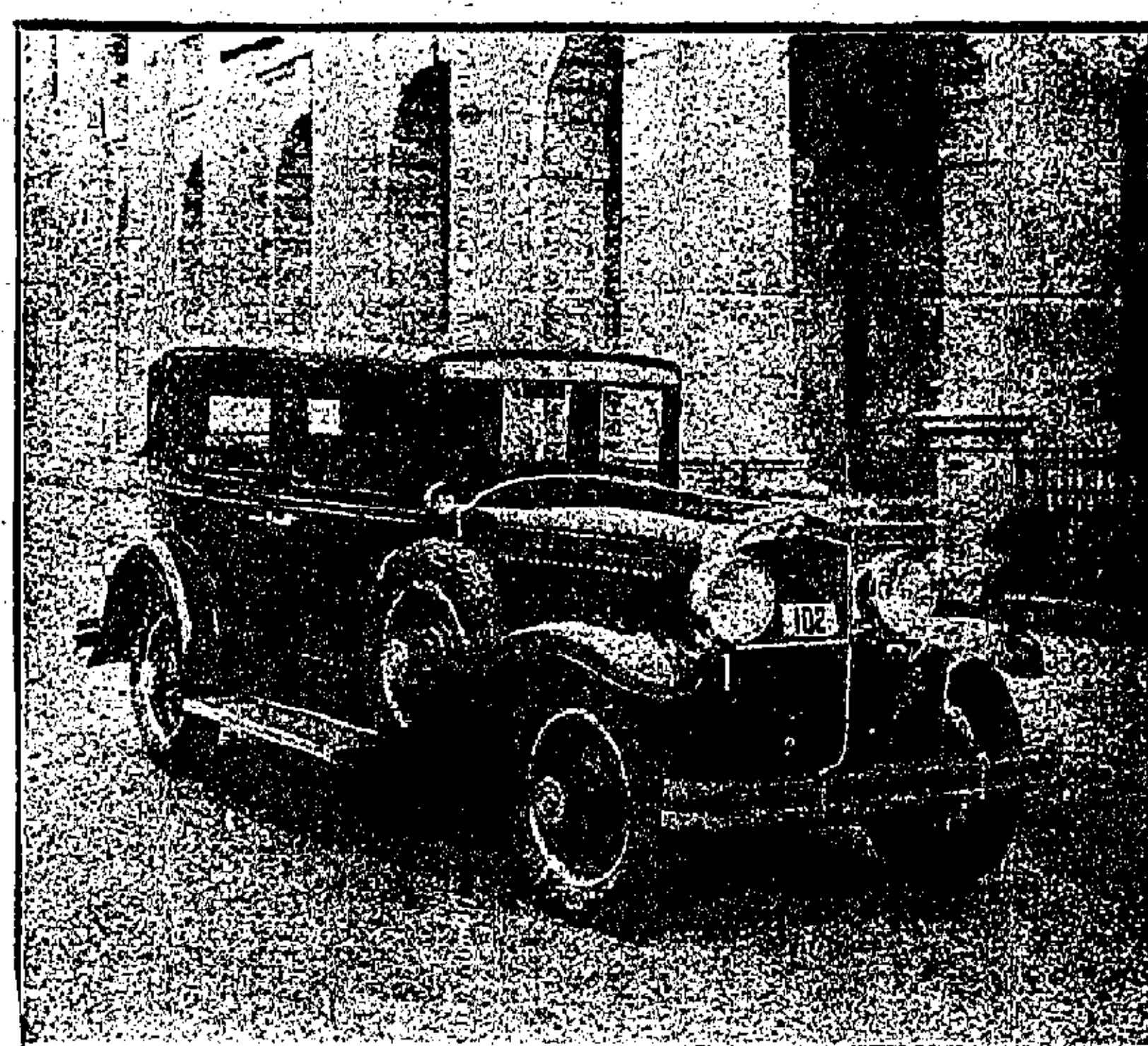
Then I looked up to the roof and found that the light appeared to bend when passing through the hot air, as indeed it would. I saw complementary colours and queer pictures under the combined influence of music, light, darkness, smell and flicker, and I recollected how badly the eye was designed from the technical standpoint. It is disappointing to know that the points which appear to come from stars are often due to the inaccurate construction of the lens of the eye, but if it helps us eventually to heterodyne light or to broadcast pictures as a whole it will not be hard for us to forgive. Besides, one fault in our eyes, which enables us to appreciate cinematograph pictures, is that light does not immediately fade from the retina.

I am sorry, but I find I was writing about aeroplane propellers, flicker and time.

Most propellers, under the influence of an engine which is not perfectly balanced, revolve in a series of slight jerks, often causing them to flutter and waste power. This is one reason why the old Gnome engine, although inefficient, worked rather well. Its fly-wheel effect prevented trembling of the propeller, which can sometimes be seen to spring backwards, under the eye of a synchronous cinematograph. In locomotive practice it is usual to balance the couples which cause jerks to the carriages, with the result that there is a hammering action upon the wheels. The weight of the coupling rods is very important, but the running or tuning up of a locomotive is still often conducted by listening to the exhaust. The reflection of sound from tunnels is a great guide to the locomotive engineer, as it would be to the motorist if he bothered to listen to every tree and railway bridge echo that came his way.

Electrical locomotives are sometimes gear-coupled and the chatter due to

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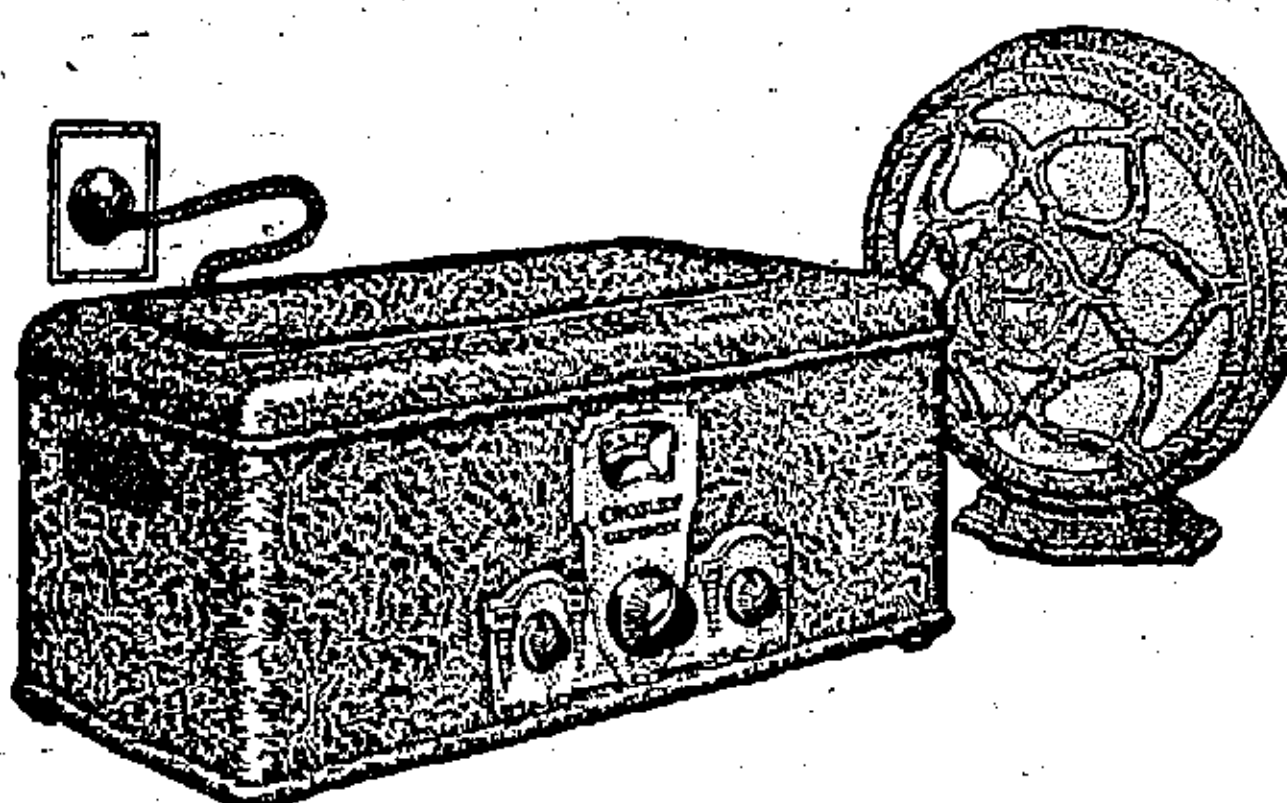
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CHRYSLERS

POINTS FROM ANNUAL REPORT

The annual report of Chrysler Motors shows figures interesting not only as the record of Chrysler achievement, but indicative of the condition of the motor car industry in America as a whole. The working capital of the Chrysler organization has increased from \$9,659,624 as of January 1, 1929, an increase of about 750 per cent. in five years. Car production has leaped from 31,429 cars in 1924 to 444,782 cars in 1928, a growth in output around 1,300 per cent. in four years.

In three years Chrysler has risen from 27th in size to third in the entire automobile industry and the second largest publicly owned automobile corporation in the world. As a climax to these achievements, Walter P. Chrysler is building in New York City, the world's tallest sky-scraper, towering sixty-eight storeys.

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PUBLIC RIGHTS

PEDESTRIANS AND
MOTORISTS

The idea of the Society for the Defence of the Public Rights of Pedestrians, which is to be started shortly, was suggested by a remark made by Lord Cecil when moving his Motionists Bill in the House of Lords. He expressed surprise that no organisation exists to represent the point of view of the walker. The movement, in which such bodies as the Ramblers' Clubs and the Holiday Fellowship are interested, does not start out with any hostility to the motorists as such. Of course the motorist in his capacity as a walking member of the public will be protected as much as the poor man whose life and pleasure in living are threatened by the incalculable motor-driver.

There is to be a big meeting in London in October at which the aims of the Society will be defined. The general purpose is to provide the pedestrian with machinery for putting his case in Parliament and elsewhere when encroachments are threatened upon his freedom and safety. The text, so to speak, of the movement is the fact that last year 6,127 persons were killed and 164,487 injured on the roads.

Resistance will doubtless be offered to such proposals as that of the Traffic Commission for allowing motor-coaches to travel at 35 miles an hour and suggestions will be made designed to restore the pleasure of country walking by restricting char-a-bancs and heavy motor traffic to specified roads. There are many complaints from the country of huge char-a-bancs using narrow lanes, to the inconvenience and even the danger of the walker.

The putting into force of a test of physical fitness for motor-drivers will probably be advocated. Another matter which is disturbing non-motorists in the country is the growing habit of motorists of driving their cars over open downs and commons—this more especially applies to the motor-cyclist—with disastrous effect upon the peace of the countryside.

The Society may be expected to support the proposal, which was rejected by the Traffic Commission, for making third-party insurance compulsory upon motorists.

DANGER OF TOE-STRAPS

In these days when motor traffic frequently necessitates sudden dismounts the use of toe-straps is a greater danger than ever. Even on the track no one favoured them. A pair of stout elastic bands would keep the feet firmly to the pedals. On the road the good rat-trap pedals will not give one all the grip that is needed. Leather bands on the soles make walking unpleasant—and one does walk occasionally. With rat-trap pedals one soon works tiny holes from the teeth and these have the double advantage of always giving one the same grip. A good deal of the complaint about the feet slipping on the pedals is due to insufficient "ankling." If the ankles are fully employed and the pedals pushed over the top and

TYRE WEAR

IMPRESSION OF MOST
MOTORISTS

USEFUL HINTS

The opinion is almost universally held amongst motorists that the slower they drive the longer their tyres will last. Up to a certain point they are right, but the important fact—that a poor driver can do more damage to tyres in the first five yards of starting and the last five yards of pulling up than a skilful man will do in a hundred miles' tour—is very often lost sight of. In addition, the driver who "uses his head" in pulling up after a puncture is bound to get better results. In this connection it should be remembered that every yard driven on the rim is equivalent to many miles of normal wear, and in some cases will completely ruin the cover.

To realise how excessive wear may be avoided, the motorist must first understand something of the mechanics of tyre design. Assuming that the owner has followed the advice given by his car manufacturer and tyre service station, and has equipped his car with tyres of adequate dimensions and has pumped them to the correct pressure, future results depend almost entirely on how near to a true rolling motion can be imparted to the wheels.

If it were possible to push or tow the car on its journey, and not apply power through the wheels, tyres would last for probably 50,000 miles or so. But, naturally, under these conditions the machine would cease to be a motor car. Examine, therefore, just how the driver should act so that he can avoid unnecessary wear, and still keep a good average speed. There are, broadly speaking, two classes of wear. The first is due to legitimate abrasion caused by contact with the road, and affecting the tread only; and the second is that caused by undue stresses on the tyre as a whole, and is of greater moment as both casing and tread are involved. Perhaps the best way to illustrate the why and wherefore of wear is to compare the methods and actions of a skilful and a careless driver. A good driver, after engaging first gear, will manipulate his clutch so that he gets a smooth and even getaway, and second and third gear will follow so clearly that the passengers will not feel the slightest jolt, as both engine and transmission speeds have been judged to a nicety. This style of getaway can be quite rapid, and yet impose a minimum of wear on the tyre. One under way and the touring speed reached, the throttle is eased back until the car is rolling along practically by its own momentum. This, incidentally, conserves both tyres and fuel.

The next matter of interest is the application of the brakes, and here a good driver shows his judgment by slowing down gradually, so that, if necessary the car can be brought to a standstill by a slight pressure of the brake pedal. Sitting beside this driver it is noticed that he sweeps the car round curves in a graceful fashion, without any semblance of a skid or roll. This is simply because he has slowed down gradually before reaching the corner, and then, accelerating slightly, the car seems to coast around at a natural angle. Further, this man is not afraid to use the steering wheel, and if by chance a slight deviation means avoiding a patch of rough metal he will steer round it without hesitation. Compare this procedure with that of the careless driver, and there appears the solution of the tyre wear problem in a nutshell. Every time the careless man lets his clutch the wheels spin and he rubs off the tread in flakes. Nor is that the total loss, for severe local heat is generated, the rubber round that particular spot is devulcanised, and its wearing qualities are rendered almost valueless. The same argument applies to pulling up. He leaves the brake pedal alone until the last moment, and then presses it vigorously, one or more wheels lock, and the tyre slides along the road. The result is more damage to both the tread and the cover.

On corners the careless man will handle his car in such a way that the tyres "squeal." He uses no judgment either for angle or speed, and tearing stresses of a high order are imposed on both the tread and the casing.

Further, this man will frequently apply the brake fiercely on a corner, hoping to get out of a difficult situation. Braking on a corner at speed is, from the touring car driver's point of view, the essence of bad driving. Not only is the tyre likely to burst, owing to rolling under the rim, but the centre of gravity of the car itself is changed so rapidly that there is real danger of overturning. Good driving is a habit, and it demands no further physical or mental effort than does careless or slovenly handling. Condensing the position, there are certain matters which every driver

DRIVING LICENCES

REFORM OF LAW
OVERDUE

PRIVILEGES OF YOUTH

At present anybody over 14 years of age can obtain a licence to drive a motor-cycle by completing a form and paying 5s. The same formalities entitle anybody over 17 years of age to drive a car. It is common knowledge that a reform of motor legislation is long overdue, and that the new Government proposes to undertake the task at the earliest opportunity. Meanwhile the Royal Commission appointed in August, 1928, to deal with the whole subject, has just issued its recommendations, and two of its conclusions are exciting fierce criticism in many quarters. For it definitely discourages any form of driving test as a condition for holding a licence; and its suggestions with regard to medical tests, though vague, are considered by many people to err on the timid side. The Commission recommends that every applicant for a licence should be compelled to sign a personal certificate of his physical fitness, and makes rather cloudy proposals for enforcing a medical examination in certain cases.

For Overseas

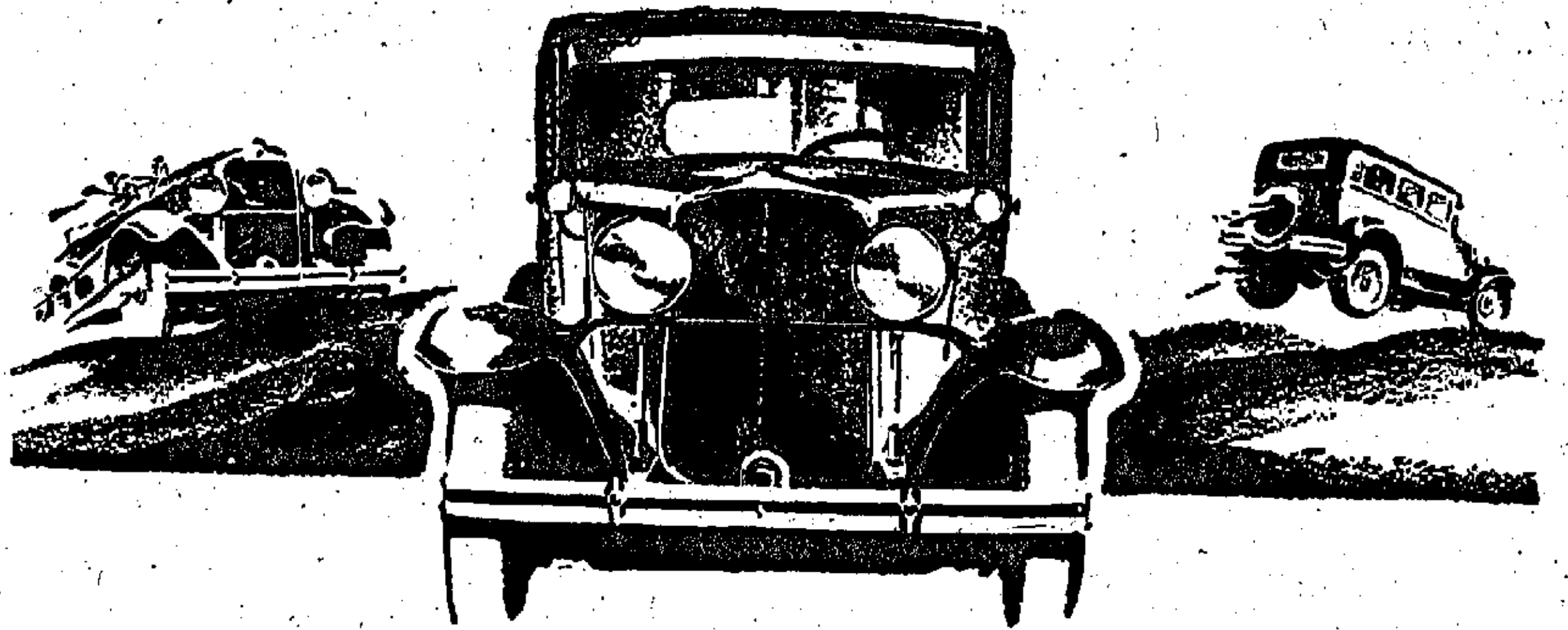
Every driver proceeding overseas with his car has to pass a driving examination in order to obtain a pass which makes him free of the Continental roads. No statistics are published about these tests, to which several thousand licensed British drivers submit themselves annually (they are carried out by clerks in the employ of the A.A. and R.A.C.). Two of the examiners have told me their personal experience, which is that between them they have rejected one man and no women over a long term of years; the man passed his test successfully twenty-four hours after his failure. This might mean that only expert drivers proceed overseas (though, such is not the fact). It probably means that a very brief experience, such as every new driver obtains by a series of driving lessons, fits a man to cope with the ordinary routine problems of a driving test. But no standardised road test of a practical character is likely to prove whether a man will act coolly and promptly and wisely in an acute road emergency. I once saw one of the best women drivers I know throw up her hands and scream, letting go of the wheel, when a cyclist lost his head four yards from her bonnet. The proper answer to the proposed driving test is that every novice automatically undergoes a far more serious test already, either by paying the agent who supplies his car, to teach him the art of driving, or by studying under the aegis of some experienced friend.

Medical Tests

The clamour for medical tests is far more plausible. It is probable, even perhaps certain, that licences are now held by a few people whose sight and hearing are below any acceptable canons. It is even possible that a few licensed drivers suffer from some heart or other functional trouble which completely unfits them for the road. But the only common disqualifications for driving are more subtle and form matter for test by psychologists rather than by the general practitioner, who alone can be put in charge of such tests without vast expense and an absurd dislocation of existing medical services. The worst disqualification is psychological. The outstanding factor in the make-up of a good driver is a lightning reaction. If a child darts out of an alley, or a motor bus skids ahead of him, or some driver commits a betise, or one of his wheels comes off, or his brakes fail, or any of a hundred other road emergencies develops in a split second, the good driver automatically does the correct thing instantly. The bad driver suffers from a time lag in any case, and as often as not, takes the wrong action when his time lag has expired. How is a general practitioner going to sort out the time lag factor, especially when (as must occur in the first year of such a system) he has to shuffle his way through hundreds of applicants in a very short time. The problem confronting the examiner will be similar in character

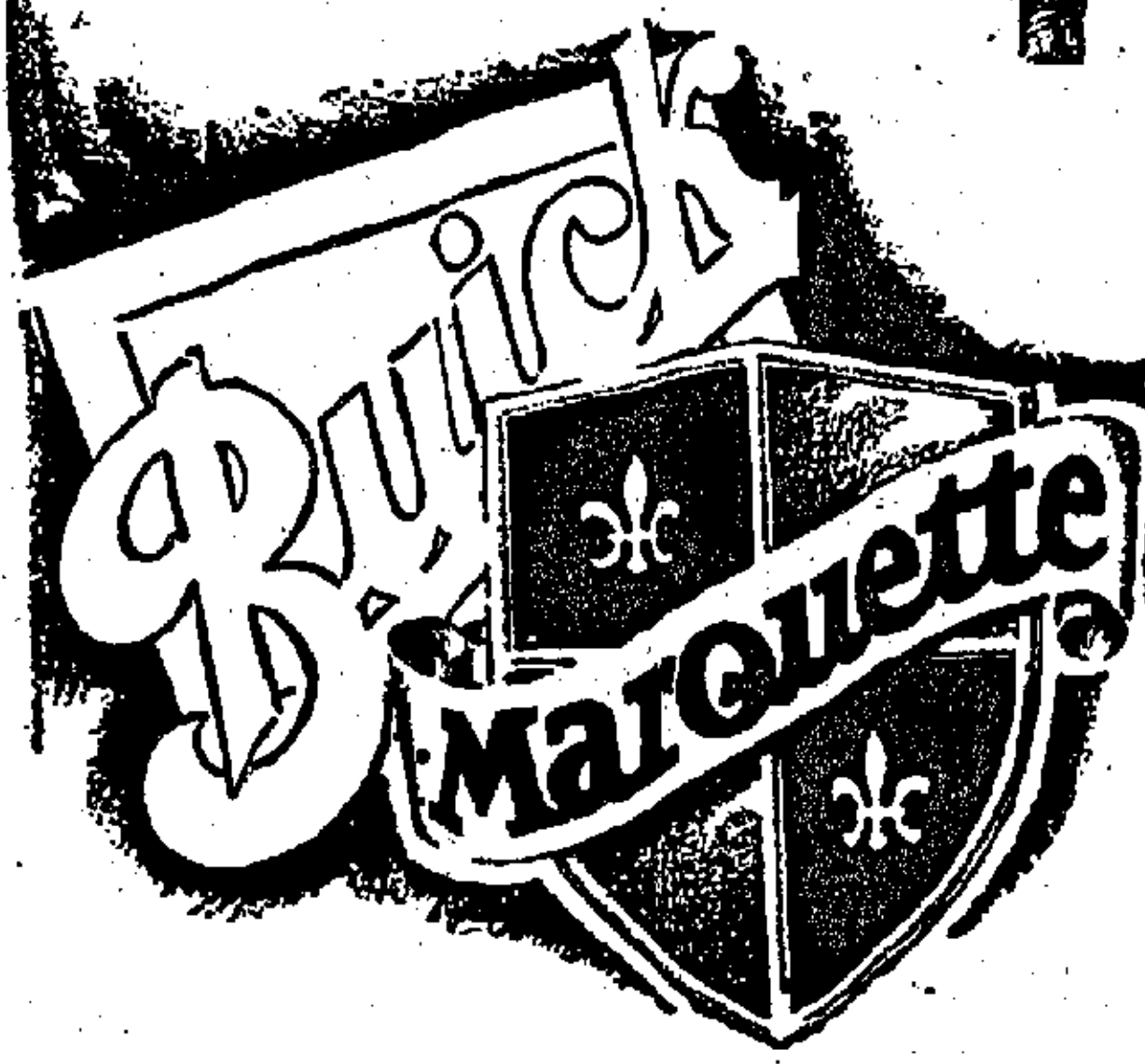
to that of the specialists who classify R.A.F. pilots, but it will be far more acute in intensity. These specialists work under easy and simple terms of reference. They are given material of the highest class, from which they have to sift the absolute cream. The examiner for a motor driving licence must probably be a doctor of far poorer qualifications. He would be given a mixed mass of human material to sift, varying from the very best to the worst. Unless he commits cruel injustices, often affecting a man's entire career (as with transport workers, for example), it will be his duty to pass everybody who is not an obvious public danger, supposing that under the circumstances he can hope to identify the public dangers, which I seriously question. He could not be allowed to discriminate other than by saying, "Fit to drive" or "Unfit to drive"; whereas we all know that many people who are safe at the wheel of a Trojan van would be perilous at the helm of a Bentley. He could not be allowed to say, "This man is safe provided he signs the pledge," whereas many men who are good drivers when sober, are untrustworthy after two beers or a whisky and soda; whilst other men—of the nervous sort—after a similar amount of alcoholic stimulant become both better and safer drivers. Would he, in any case, have the time to make, or the ability to apply, any of the scientific tests which enable the R.A.F. examiners to decide with approximate certainty that a man is, or is not, mentally and temperamentally suited to facing emergencies which occur at high speeds?

The only alternative which appears technically sound is that the tests should approximate in some simplified version to those imposed by the R.A.F. If this comparatively logical procedure were adopted, we should have to extract in the first year an enormous staff of highly-paid specialists from jobs which are more valuable; we should have to face the high cost of such an extraction; and put up with the delay involved in testing the two million applicants. In the second year the licence-holders who had been graded A1 a year before would be put through quickly; and the time required for testing the first-time applicants would be comparatively brief. We could return our specialists to their normal duties. Would the game be worth the candle?—R. E. Davidson in the "New Statesman."



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QUERIES ANSWERED

T.A.—I have a 1918 Harley-Davidson motor cycle, magneto model, and would like you to help me out of a little problem I have with it. In order to effect some repairs I had to take the crankcase to pieces, and in reassembling I was unable to locate the correct position of the small cog at the bottom of the train. Can you tell me the correct position of this cog, and what its function is?

The cog controls the oiling system of the machine, and it is very important that it should be meshed correctly. The balance of the timing train as shown in your sketch is correct. To set the small cog, turn the engine over until the marks on the other timing gears are all in line, as per your diagram. Looking down on to the crankcase, a bronze bushing, carrying the small pinion, will be noticed, and on it a mark like an inverted "U". The pinion should be meshed so that the mark on it is alongside and in line with the mark on the bushing.

A.S.W.—Will you please tell me through the motor column what you think is the cause of the following trouble? The car is a four cylinder, and while driving along the gear slips into low gear without any warning. It used to happen only occasionally at first, but of late the trouble has been prevalent. Frankly, we cannot understand just how a gear can slip from high straight into low. The speeds of the two gears are so very far apart that very few drivers could effect the change without noise. In fact, at ordinary driving speeds it would be almost impossible to make the change. It is just possible, however, that the lever slips into the neutral position, and the revving of the engine has led you to believe that the gear has changed to the low position. If this is the case, there are several possibilities which may be causing the trouble. First of all, the selector rod may be bent or notched in such a way that the top gear cannot mesh fully; the selector spring (which holds the small ball in the selector rod notch) may be weak. If either of these conditions obtain the gear will tend to slip into the neutral position at the slightest provocation. The strain of the constant slipping will probably have worn the teeth of the gears to a taper, which would account for the gear slipping more of late. To check for the above conditions, remove the top of the gear box and note the condition of

ILLUMINATED WHITE LINES

The white line has added greatly to the safety of our roads. Probably no single invention has done more. Its chief drawback, however, is the difficulty of seeing it at night time. The idea of having an illuminated white line is an excellent one. One such on the North Circular road near Hendon recently, is most effective. It is equally distinguishable at night and during the day. The installation is naturally rather expensive, but the expense would be worth while at all specially dangerous bends. In addition to this white line, it is suggested that transverse illuminated lines should be installed fifty yards or so away from level crossing gates, crossroads, and the like. In the case of level crossings different coloured lights would be used—the line would show red when the gates were closed and white when open. The lighting arrangements would be automatic in action, so that no labour would be necessary.

SEASIDE PAGEANTS

Many seaside resorts will now be holding pageants of one form or other. Instead of the usual "cycle display" why should they not organise an historic exhibit of cycles? There are always local cyclists who could help. Wigan held one recently and included a hobby-horse, a bone-shaker, a high bicycle, and a large number of early pattern machines. Those for ladies excited most interest. Many a girl wondered how her grandmother or her mother ever rode such things. Even the little fairy bicycles of the youngsters were not forgotten. This idea is commended to those seeking novel items for those shows which form part of the programme of nearly every holiday resort. The mere parade of decorated cycles has grown commonplace and although much ingenuity is displayed one such is very much like another. An historical procession would create live public interest.

the gears. They will be marked to the degree of mesh, and the taper, if any, will show with a reasonable degree of clearness. If the mesh does not seem to be right, inspect the selector rod and the spring. Should the parts be worn the remedy is, of course, replacement with new parts.

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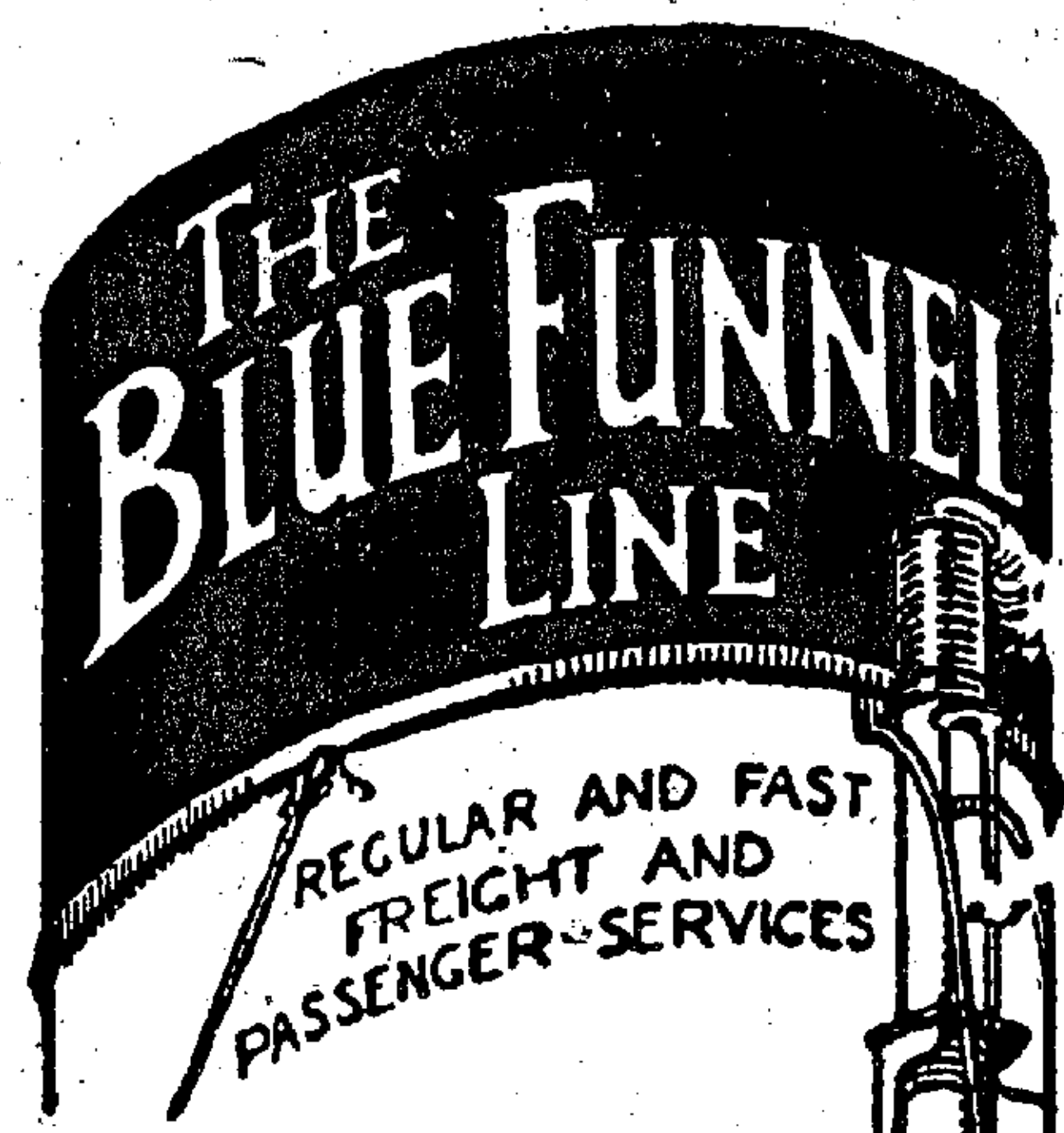
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HONG KONG, THURSDAY, SEPTEMBER 26, 1929.



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
"HECTOR" 2nd Oct. M'les, London E'dam, & Glasgow
"MENEALUS" 15th Oct. M'les, London E'dam, & H'burg.

LIVERPOOL SERVICE.
"OANFA" 20th Oct. Genna, Havre, Liverpool, & Glasgow
"AUTOLYCUS" 20th Nov. Genna, Havre, Liverpool, & Glasgow

NEW YORK SERVICE.
(with transhipment at Singapore).
"TAIHYIUS" 2nd Oct. Singapore, Hongkong, & New York
"PYRRHUS" 14th Oct. 21st Nov.
"AENEAS" 20th Oct. "DAIDANUS" 11th Nov. 19th Dec.
Hongkong to New York 81 days.

PACIFIC SERVICE.
via KORE & YOKOHAMA.
"TAIHYIUS" 20th Oct. Victoria, Vancouver & Seattle
"IXION" 20th Oct. Victoria, Vancouver & Seattle

INWARD SERVICE.
"ATREUS" Due 20th Sept. For Shanghai, Moji, Kobe & Yokohama
"PERSEUS" Due 7th Oct. For Shanghai, Moji, Kobe & Yokohama

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"HECTOR" 2nd Oct. Singapore, Marseilles & London
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Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—
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POST OFFICE NOTICE.

RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day:—Duisburg, Toho Maru, Cape St. George, Tjiondari, Haiyang, Chenan.

INWARD MAIJS.

From	Per
THURSDAY, SEPTEMBER 26.	
Shanghai and Amoy	Tjiondari
Shanghai and Amoy	Kanchow
FRIDAY, SEPTEMBER 27.	
U.S.A. (Seattle, 7th Sept.), Canada, Japan	
and Shanghai	President Grant
Shanghai	Mantua
SATURDAY, SEPTEMBER 28.	
Shanghai and Swatow	Sunning
MONDAY, SEPTEMBER 30.	
Manila	President Hayes
Manila	President Jefferson
Straits	Atsuta Maru
Canada (Victoria, B.C., 12th Sept.), U.S.A.	
Japan and Shanghai	Empress of Russia

OUTWARD MAIJS.

For	Per
THURSDAY, SEPTEMBER 26.	
Sam Shai and Wuhou	Anjou 4 p.m.
Haiphong	Havdrot 5 p.m.
FRIDAY, SEPTEMBER 27.	
Formosa	Duisburg 8.30 a.m.
*Shanghai and *Japan	Kalyan 8.30 a.m.
Shanghai and Japan	Siberia Maru 8.30 a.m.
Shanghai	Carnarvonshire 10.30 a.m.
Swatow, Amoy and Foochow	Hai Ching 1 p.m.
Shanghai	Chinhua 1.30 p.m.
Tourane	Chung Kong 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Mantua (Due Marseilles, 25th Oct.)
K.P.O.	G.F.O.
Parcels Sept. 27, 4.30 p.m.	Parcels Sept. 27, 5 p.m.
Registration Sept. 28, 9 a.m.	Registration Sept. 28, 9.45 a.m.
Letters Sept. 28, 10 a.m.	Letters Sept. 28, 10.30 a.m.
SATURDAY, SEPTEMBER 28.	
Java via Batavia	Tjiondari 10 a.m.
Haiphong	Canton 1.30 p.m.
Saigon	Helikon 2.30 p.m.
Manila	President Grant 4.30 p.m.
SUNDAY, SEPTEMBER 29.	
Hoihow, Pakhoi and Haiphong	Limchow 8.30 a.m.
Shanghai	Kanchow 9 a.m.
Bangkok via Swatow	Kaying 9 a.m.
MONDAY, SEPTEMBER 30.	
Japan, Canada, U.S.A., C. & S. America and *Europe via Victoria, B.C.	President Jefferson (Due Victoria, B.C., 21st Oct.)
Parcels Sept. 30, 3 p.m.	Parcels Sept. 30, 4.15 p.m.
Registration Sept. 30, 4.15 p.m.	Registration Sept. 30, 4.15 p.m.
Letters Sept. 30, 5 p.m.	Letters Sept. 30, 5 p.m.

*Subscribed correspondence only.

MYSTERY GIRL

ELEVEN-YEARS OLD CHINESE ON OPIUM CHARGE
CONCEALED ON PERSON

When a Chinese girl, who gave her age as 11 years, was this morning charged before Mr. E. W. Hamilton, at the Central Magistracy, with the unlawful possession of 31 taels of raw non-Government opium, Revenue Officer Grimmit told the Magistrate that he thought the girl was older than she claimed to be.

Giving the facts of the case, Mr. Grimmit said that the girl was arrested on the waterfront at Connaught-road Central yesterday afternoon, when the opium was found concealed on her person. She would give no information other than that she belonged to a boat in the harbour. Mr. Grimmit offered to take her out to the sampan in a motor boat to find her mother, but she said that she did not know where the boat was at the moment. His Worship gave a remand for 48 hours for further inquiries to be made.

MAIL TRAFFIC

NOT INCREASING ON INDIAN ROUTE
SIR ERIC GEDDES

London, Yesterday.

Sir Eric Geddes, speaking at the annual meeting of Imperial Airways, Limited, said the mail traffic on the Indian route was not increasing so rapidly as had been hoped.

The problem of providing ground accommodation for passengers was only soluble gradually. It would be folly to sink capital in building in the desert, on the Persian Gulf, or in African Equatorial forests, until night halts had been permanently fixed, and a route selected.

It was the Board's aim to continue the India service to Australia. The negotiations with the Indian Government for a permanent Karachi-Delhi-Calcutta service had been inconclusive.

The Board was corresponding with the Australian and British Governments regarding the continuation of the service to Australia.

The dividend of 7½ per cent. was approved.—Reuter

UNLUCKY PAN FU

ALL HIS PROPERTY TO BE CONFISCATED
PREMIER DAYS RECALLED

Shanghai, Yesterday.

Advices from Tsinan are that by order of the Shantung Provincial Government all property belonging to Pan Fu, who was Premier in 1927 under Chang Tso-lin, will be confiscated.

Pan Fu was last reported to be living in Dairen, and is said to be the owner of the largest estate in Tsinan.—Reuter.

SECRETARY SHOT

MR. CAMPBELL FOUND DEAD IN TIENTSIN
CLUB MYSTERY

Shanghai, Yesterday.

Mr. A. T. Campbell, Secretary of the Tientsin Club, was found shot dead to-day in the club quarters.—Reuter.

BRITISH COAL

LARGE CONTRACTS OBTAINABLE IN CANADA
MR. THOMAS AND COALOWNERS

London, Yesterday.

Mr. J. H. Thomas, Lord Privy Seal and Minister of Employment, to-day received at the Treasury about a dozen representatives of coalowners, with whom he wished to discuss the question of selling British Coal in Canada. The meeting was held owing to his recent visit to the Dominion, where he discovered that large contracts for British coal could be obtained if the price were suitable. Among coalowners present at the interview were Mr. Williams, President, and Mr. Lee, Secretary of the Coalowners' Association.—British Wireless Service.

HOME CABINET

MEETS TWICE IN ABSENCE OF PREMIER
MANY MATTERS DISCUSSED

London, Yesterday.

The Cabinet met this morning and again this afternoon. It is understood that many matters were discussed, in view of the Premier's departure for America and his absence from this country for four weeks.—British Wireless Service.

DEGREES

Temperature, 10 a.m., to-day 79
Temperature, 4 p.m., yesterday 87
Humidity, 10 a.m., to-day 89
Humidity, 4 p.m., yesterday 66

AIR RECORD

FRENCHMEN'S ATTEMPT ON STRAIGHT-LINE FLIGHT
THROUGH AFRICA

Le Bourget, Yesterday.

Flying a monoplane with a 600 h.p. engine, and carrying 4,870 litres of petrol, the French airmen de Marmier and Favereau took off at 5.55 a.m. to-day, in an attempt to beat the world's record straight-line flight.

Their route is by way of Marseilles, Tunis, the Nile Valley, and on to Mozambique.—Reuter.

FRONTIER TROUBLE

BRITAIN ANXIOUS ABOUT AFGHAN TRIBESMEN
CIVIL WAR DANGERS

Simla, Yesterday.

British north-west frontier officials are anxiously watching the latest developments in Afghanistan in view of the danger of tribes with lands on both sides of the frontier becoming involved in civil war.—Reuter.

TO-DAY AND TO-MORROW

Daily at 2.30, 5.20, 7.15 & 9.15 p.m.

THE SUPERB GERMAN FILM

THE EMDEN

A RECORD OF THE EXPLOITS OF THE FAMOUS GERMAN CRUISER AND HER FINAL BATTLE WITH H.M.A.S. "SYDNEY."

AT THE MAJESTIC Nathan Road Kowloon.

MUZZLE FOR PUP

NOTHING SMALL ENOUGH FOR IT
A LADY'S DILEMMA

Madam Baronelli of 21, Ashley Road, appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning in answer to a summons issued against her for allowing her dog to be abroad without a muzzle.

Madam Baronelli stated that her dog was only a little puppy born in July. It was flat faced and, therefore, it was difficult to get a muzzle for it. On the day in question she went to a leather dealer in Haiphong Road to get a smaller muzzle. She was there for half an hour only when Sergt. Kelly came.

The Sergeant stated in the lady's favour that she had two dogs with her and the larger of the two was muzzled. His Worship: Even pups are liable to bite.

Madam Baronelli: Bite?

As regards the question of rabies Sergt. Kelly stated that the Colonial Veterinary Surgeon said that puppy dogs were very liable to contract the disease from larger dogs.

Madam Baronelli insisted that her dog, when it did wear a muzzle, always let it hang about the neck!

His Worship registered a caution.

IN LOW WATER

TAILOR'S EMPLOYEE PAWNS CLOTHES OF A CUSTOMER

Cheng Shing, a tailor, 9, Hong Lok-street, was at the Kowloon Magistracy, this morning, sentenced to six weeks' imprisonment with hard labour for pawning four pieces of clothing, the property of Mrs. J. M. Gutierrez of 38, High-street, who sent them to the shop for alterations.

The accused was left in charge of the shop while his master went to the country. The mistress told him to pawn the clothes as they were low in funds.

The total value of the garments was \$41.50 and they were pawned for \$4.30.

His Worship told the complainant that she could get back the clothing on payment of the redemption money to the pawnbroker.

NEW CORSET

BACK INTO WHALEBONE AGAIN

Eve has thrown another bomb into Harley Street. She is wearing corsets again, and her medical critics are wildly disputing their effect on her health.

Because of the revival of the Princess dress—though it is no longer called that—a tightly fitting garment moulded closely to the figure till it reaches the knees, where it breaks out into frills and flounces, requires a tightly fitted, strongly boned foundation.

So the good old steel and whalebone corsets are being sold in hundreds.

One specialist rejoices that the day of the rubber reducer and the elastic belt is over. "If," he said, "girls had left themselves really free there might have been something to be said for the no-corset mode, but they bought cheap, badly made elastic belts, wore them as tight as they could possibly endure, and impeded the circulation."

"Less Danger"

"The new corset has at least to be carefully fitted, in many cases made to order, and there is certainly less danger of serious results."

Women doctors, on the whole, are against any kind of boned corset, and declare that the sports girl does not need any support other than her own muscles. But dressmakers support the new fashion wholeheartedly.

And, in any case, Miss 1929 is not likely to eschew her corsets. Some of the most daring models of the season are built on the new lines—for example, "The Mermaid," an evening robe of gleaming green silver fitting like a sheath to the knees, where iridescent tulle sprouts forth in a fashion that suggests sea foam and ends in a "fish tail" train.

The General Council of the Trades Union Congress in their annual report disclose the policy of disruption which has been framed and applied by the Communist movement in order to wreck the trade unions.



ELEANOR BOARDMAN IN "SHE GOES TO WAR"

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.



BLUE SKIES
With Helen Twelvetrees and Frank Albertson in a Love Drama of unusual charm.
AT THE **WORLD**
TO-DAY TO SATURDAY
Continuous Performance
From 1.15 to 11.15.

Sue Carol and Nick Stuart in a story of Modern Youth and Its Fling!



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At 5.30 & 9.20.

But the Greatest "Star" of all —

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Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 3a, Wyndham Street, Hong Kong.